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SUBSCRIBE TO WHAT MOTORHOME – SEE PAGE 30 FOR GREAT OFFERS

In this issue of What motorhome

I've been lucky enough in my many years of road testing to enjoy some great trips in a huge variety of A-class motorhomes, from relatively modest models to luxury leviathans from Concorde and Morelo. It's the panoramic view out that, when done well, makes driving these top-of-the-range vehicles so pleasurable. Doubly so if you're heading through spectacular scenery.

Then, when you park up, it's all the better if you've bagged a spot with a great view. That could be of Lake District fells or by a Mediterranean beach – either way, it becomes more 'widescreen' in an A-class. And it doesn't have to be a big one. The Mercedes Hymer ML-I 580 (above) that we took to Denmark way back in 2015 still sticks in my memory for having a great layout, super quality and only being 7m long.

I've just found a similar one online at £69,995, so perhaps I should have bought our test vehicle – it would have lost remarkably little value in depreciation! It just shows that even these luxury 'vans can be quite affordable to own. So, if you want a bit of the high life on a sensible budget, look at our pre-owned selection on page 53.

PETER VAUGHAN EDITOR

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ID Buzz campervan set to steal the show

campervan
CAMPOUT
5-7 MAY 2023

Lovers of campervans, the great outdoors and live music are set to flock to the South of England Showground in West Sussex from 5 to 7 May as Warners Shows' Campervan Campout takes place for the first time.

As well as multiple dealers and converters showcasing a selection of new and pre-owned campervans for sale, local company, Love Campers, will exclusively unveil what it says will be the first UK conversion of Volkswagen's funky ID Buzz, the fully electric van that was reviewed in our February issue – watch the video at **motorhome.ma/review269**

In addition to campervans, the shopping village will also be made of up of outdoor leisure retailers, artisan food and drink stands, local breweries and some of the finest street food vendors in the UK. Meanwhile, those new to campervanning or seeking fresh inspiration will find a superb selection of guest speakers discussing various topics in the Vanlife Hub. The dos and don'ts when buying a campervan, European travel ideas, self builds, living in a 'van fulltime, solo female travelling and earning money whilst on the road are just a few of the subjects up for discussion by bloggers, vloggers and podcasters.

The main stage will come alive from 11am each morning with live music from various bands and solo artists throughout the weekend including *Chasing Mumford*, *Stereosonics*, and *Onside Brit Pop*. Saturday night will see Trunk of Funk legend, Craig Charles, headline with a DJ set from 9pm; meanwhile, a gin festival will take place over in the Queen's Jubilee Hall, where ticketholders can enjoy a choice of over 100 varieties, and a light supper.

Campervan Campout will be open to both campers and day visitors, and will also host a Wellness Sanctuary sponsored by the Camping and Caravanning Club.

Tickets are on sale now, with camping pitches costing £150 for the weekend, which includes up to two adults and three children. Gates open at 8am on Friday 5 May, with campers welcome to stay until 12 noon on Monday.

Day visitor tickets are £15 each (children under 16 are free). The event opens at 10am each morning, with last access at 7pm. Day visitors are welcome to say on site until 11pm each evening.

To book, head to **campervancampout.co.uk**

SWIFT MOTORHOMES ON TV

Leading British motorhome manufacturer, Swift, is making its TV advertising debut with its 'Every Swift has a Story' campaign.

In one of the biggest marketing investments the Swift Group has ever made, this new TV advertising campaign promotes the joy of adventure and how spending time together in a Swift leisure vehicle can create memorable experiences for the whole family.

The TV campaign – which started on 6 March and runs until the end of April across Channel 4, Channel 5 and Sky Media channels – features the Ford-based Voyager low-profile motorhome and the award-winning Monza pop-top campervan.

Jo Mitchell, Swift Group's Head of Marketing, says, "It is a fantastic opportunity to get in front of a new, wider audience with a creative idea that perfectly communicates the joy of owning a Swift vehicle. The campaign is designed to raise brand awareness in an engaging and compelling way."

New version of VW's T6.1 California

Volkswagen Commercial Vehicles has announced a new trim level for its iconic T6.1 campervan line-up – the California Surf. The new derivative sits between the Beach Tour and Ocean in the range.

The Surf features a two-burner gas hob, stainless-steel sink, removable washing-up bowl and heated front seats. And, as with the rest of the California range, the Surf sleeps four, with a pop-top roof featuring a double bed and a second double created from the rear bench seat.

Powered solely by the 150PS version of VW's 2-litre TDI engine and fitted with the seven-speed DSG gearbox, the Surf features 16in Clayton alloy wheels, three-zone Climatronic climate control and an 8in Ready to Discover infotainment system with eight speakers, Bluetooth connectivity and wireless App-Connect.

The whole California line-up also comes with adaptive cruise control, park assist and crosswind assist as standard.

The new California Surf is priced from £68,234.

SLEEP IN YOUR DACIA CAR

Dacia has introduced a new Sleep Pack option that turns its latest seven-seat Jogger SUV's interior into a mobile bedroom in minutes.

The Sleep Pack is simple and removable. It is compatible with all Dacia Jogger trim levels and features a 220-litre storage box that can be accessed with the double bed unfolded or folded. The Pack can be set up unassisted in less than two minutes, requiring only the removal of the third row of seats.

The whole pack weighs less than 50kg and, when set up with its 1.90m by 1.30m mattress, offers 60cm of headroom in bed. In the morning, the pack can be quickly folded away.

If even more sleeping space is needed, a smart tent is also available that can be connected to the Jogger's open tailgate, while blackout blinds for all windows offer privacy and light control.

The new pack will be available in the UK in the second quarter of the year but pricing has not yet been confirmed.

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NEXT MONTH

JUNE ISSUE ON SALE 27 APRIL

EXCITING NEW CAMPERVANS
See some of the latest VW campers

PLUS – KEEP IT SLIM!
A guide to narrow-bodied coachbuilt motorhomes

Contents may be subject to change

Top of the class

An A-class is seen by many as the type of motorhome to aspire to but, before you splash out, there are some specific aspects to consider…

HYMER pretty much invented the European A-class – incredibly, its first fully integrated motorhome appeared way back in 1972. In the UK, we were slow to catch on to this type of vehicle, but both Hymer and Pilote A-class models went on sale here in the mid-1980s. Since then, some brands have dipped in and out of the sector and, today, the only mainstream British A-class is from Auto-Trail (which can draw on the experience of its parent company, Trigano).

Because so much extra design and engineering is involved in building an A-class, it's always worth looking into a brand's history with these vehicles. Experience counts for a lot here.

Whatever make you look at, you're likely to be spending around £10k to £15k more than for an equivalent low-profile, but you'll be getting a vehicle designed from the chassis up to be a motorhome. It should be better insulated (in the cab), too. Watch out, though, for long options lists (especially on some German brands) that can see prices rise considerably from the base spec – and adding lots of kit will erode your payload.

If you need a vehicle to drive on a standard car licence, there are 3.5-tonne A-classes on the market but check payloads carefully as they can be extremely marginal, particularly if a lot of options have been added.

DROP-DOWN BEDS

Most A-classes have a drop-down bed in the cab, which is a big plus over a similar bed in a low-profile as, here, it should leave most of the lounge undisturbed. Usually, all you have to do is tip the cab seat backrests forward and pull the bed down manually (a few have electric beds but these aren't necessary for most owners).

Check out how easy it is to operate the bed, then look at access to the bed and headroom above the mattress. Look for lighting and ventilation (crucial in hot weather) that's directly overhead, as well as whether the bed moves about – or squeaks/rattles – if you fidget in your sleep. These beds can sometimes also create

This unusual rear lounge is found in Rapido's 854F

Many A-classes have a big garage but not all have the payload to really use the space

unwelcome extra conversion noise when driving.

Only a very few brands (including Frankia and Pilote, and Carthago on just its Liner-for-two model) offer a drop-down bed in which you can sleep lengthways, making night-time trips to the loo much easier without waking your partner as you climb over them.

Another option is to consider deleting the drop-down bed, if you'll never need it. This creates more headroom in the cab and a greater feeling of space. Until recently, many UK dealers seemed reluctant to order A-classes without the cab bed, fearing reduced demand when they return to the used market, but this attitude appears to be changing.

ALL WIPED OUT

One of the key features of an A-class is the view out, especially when you're touring through fantastic scenery. But look at whether you'll still have good vision when it's raining – even recently we've seen right-hand drive A-classes with the wipers set up for left-hand drive. Some of the best models have three windscreen wipers to effectively clear the large glass area, but others have only two, which can mean large unswept areas.

Then check out any blind spots from the driver's seat and what the view is like immediately in front of the 'van. Carthago, in particular, has made an effort to improve forward vision, thanks to a steeply sloping dashboard that means you can judge the front of the vehicle more easily.

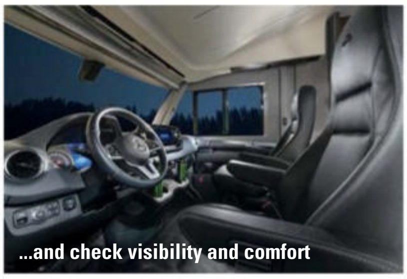
CAB COMFORTS

Most A-class models come with captain's chairs but some are more comfortable and/or more adjustable than others. Most will also have the cab door on the nearside (and an offside habitation door), although exceptions to this include models from Mobilvetta and Roller Team (plus Auto-Trail, of course). All will have extra cab storage and a bridge between the original van fascia and the windscreen – some finish this aspect better than others.

Always take a test drive, too, not just to check

The largest and most luxurious A-classes are known as liners

Always take a test drive...


...and check visibility and comfort

Double-floor storage is often a feature

for noise from the habitation area but to see how well engine noise has been suppressed.

CALL THE SPECIALISTS

There's a huge range of A-class motorhomes on sale in the UK, from six-metres long to double that for some of the largest liners – and there are a few slimline models, too.

Prices (new) start at under £80k for an Itineo up to six times that – or more – for the top models from Morelo. Layouts largely favour fixed singles and island beds, but Frankia has a uniquely varied range of rear lounge models, and Rapido launched a one-of-a-kind end lounge design with a garage in the 2022 season. Whatever you're looking for, it's worth talking to the experts – dealers with an array of A-class models on their forecourt, not just a single specimen, or those retailers with a long history of selling A-class brands.

Finally, you might want to ask about the cost of a replacement windscreen, too – and check that your glass insurance is adequate to cover what could be a price in thousands!

Who makes A-classes?

ADRIA (Slovenia) – Sonic (Fiat), and new-for-2023 Supersonic (Mercedes)

AUTO-TRAIL (UK) – Grande Frontier (three models, inc tag-axle)

BÜRSTNER (Germany) – Lyseo I Harmony Line (new for 2023), Elegance (flagship Mercedes Al-Ko tag-axle)

CARADO (Germany) – I models, entry-level brand with practicality a priority

CARTHAGO (Germany) – huge range on Fiat and Mercedes, including rear lounge Liner-for-two and slim-bodied CompactLine

DETHLEFFS (Germany) – Trend, Pulse, Esprit and flagship Globetrotter XLi

ETRUSCO (Italy) – entry-level brand from the Laika factory

FLEURETTE/FLORIUM (France) – sister brands with different décor, a smaller luxury marque from Rapido Group

FRANKIA (Germany) – specialist in larger models, especially RWD Mercedes. Rear lounges figure strongly. New Neo takes Frankia into the 3.5t class

HYMER (Germany) – Exsis-i on Fiat, B-Class ModernComfort (B-MC) and MasterLine (B-ML) on Mercedes

ITINEO (France) – uniquely a budget brand that's an A-class specialist. Slim models and bunk beds included. Part of Rapido Group

KNAUS (Germany) – keenly priced Live I and flagship tag-axle Sun I, both on Fiat

LAIKA (Italy) – premium brand from Erwin Hymer Group, Kosmo and Ecovip ranges. Keenly awaited A-class Kreos to come

LE VOYAGEUR (France) – (very) premium brand from Groupe Pilote, only builds A-classes (Fiat and Mercedes)

MALIBU (Germany) – slightly more affordable brand from Carthago, still with double floors on all models

MOBILVETTA (Italy) – exclusive to Marquis. Range of Fiat-based models with many changes to appeal to the UK market

MORELO (Germany) – market leader in the super-premium liner sector. As big as you want and even garages for cars

NIESMANN + BISCHOFF (Germany) – Erwin Hymer Group's top marque, with Fiat-based iSmove and Arto, Iveco-based Flair

PILOTE (France) – Galaxy range includes one Évidence model with loads of extra spec

RAPIDO (France) – a mainstream brand whose range focuses predominantly on A-classes, including Fiat and Mercedes chassis. New slimline C Series, too

ROLLER TEAM (Italy) – three-model Pegaso range, all with UK-handed layouts

SUNLIGHT (Germany) – sister brand to Carado, same layouts but a more contemporary feel

WEINSBERG (Germany) – a new entrant into the A-class world but using the experience of parent company, Knaus

Bilbo's award winning Celex.

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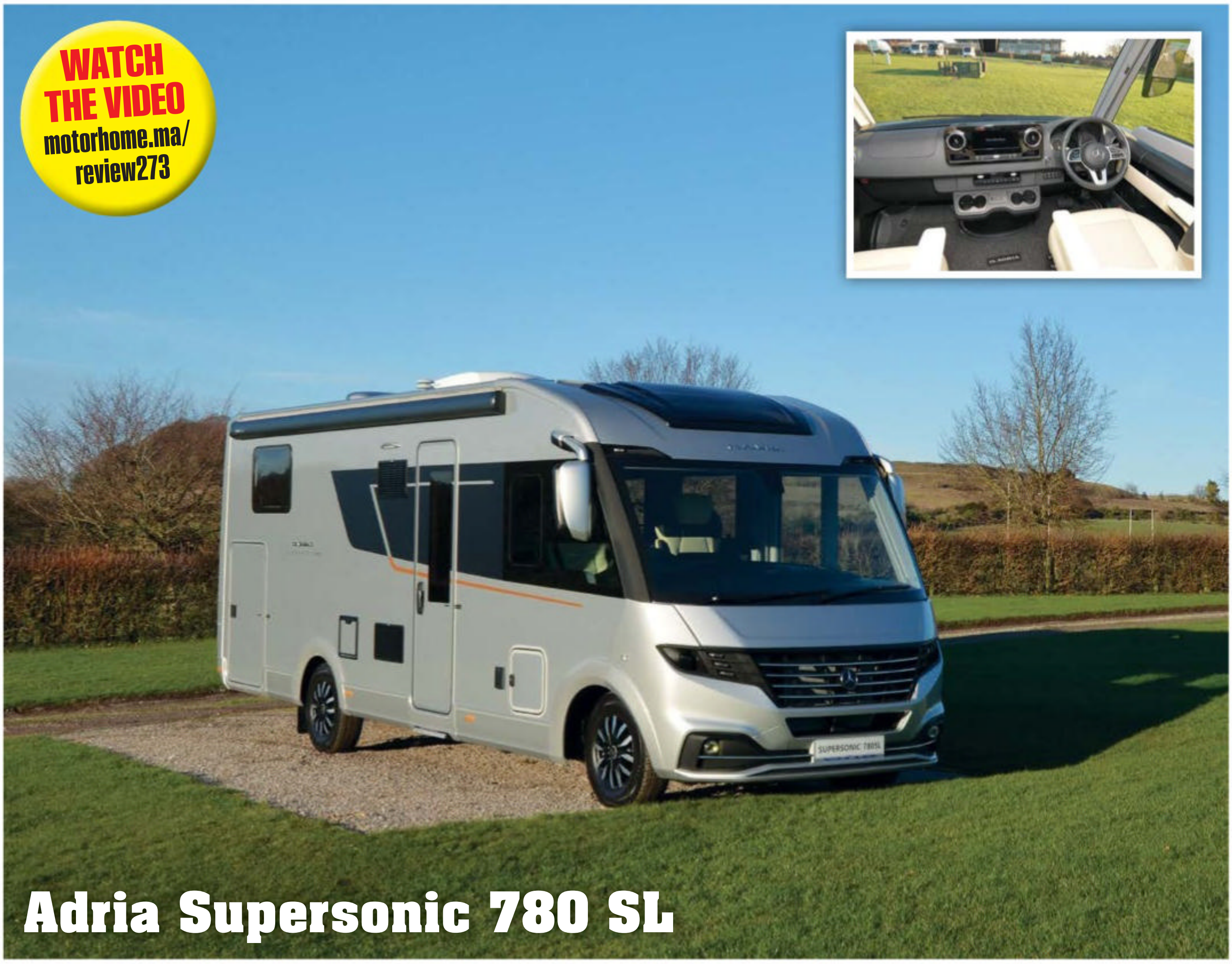
Must be a Merc!

You don't have to turn to the obvious Germanic brands if you want a super-luxury Mercedes-



WATCH THE VIDEO
motorhome.ma/review273

Adria Supersonic 780 SL

If you're spending £150k-plus on a brand-new A-class motorhome, we don't blame you for wanting a three-pointed star on the front – it seems more appropriate than a Fiat badge at this level. The next decision will be which brands to consider and you might, justifiably, turn to the obvious options from Germany – Carthago or Hymer. Or, perhaps, you'll look at Bürstner's latest flagship Elegance with its clever Indus toilet system. Then there's Frankia, with a whole host of trademark pluses, including rear-wheel drive and its garage tailgate door.

But you don't have to buy from a Teutonic marque and, arguably, the two rivals we have here add a little extra style into the equation.

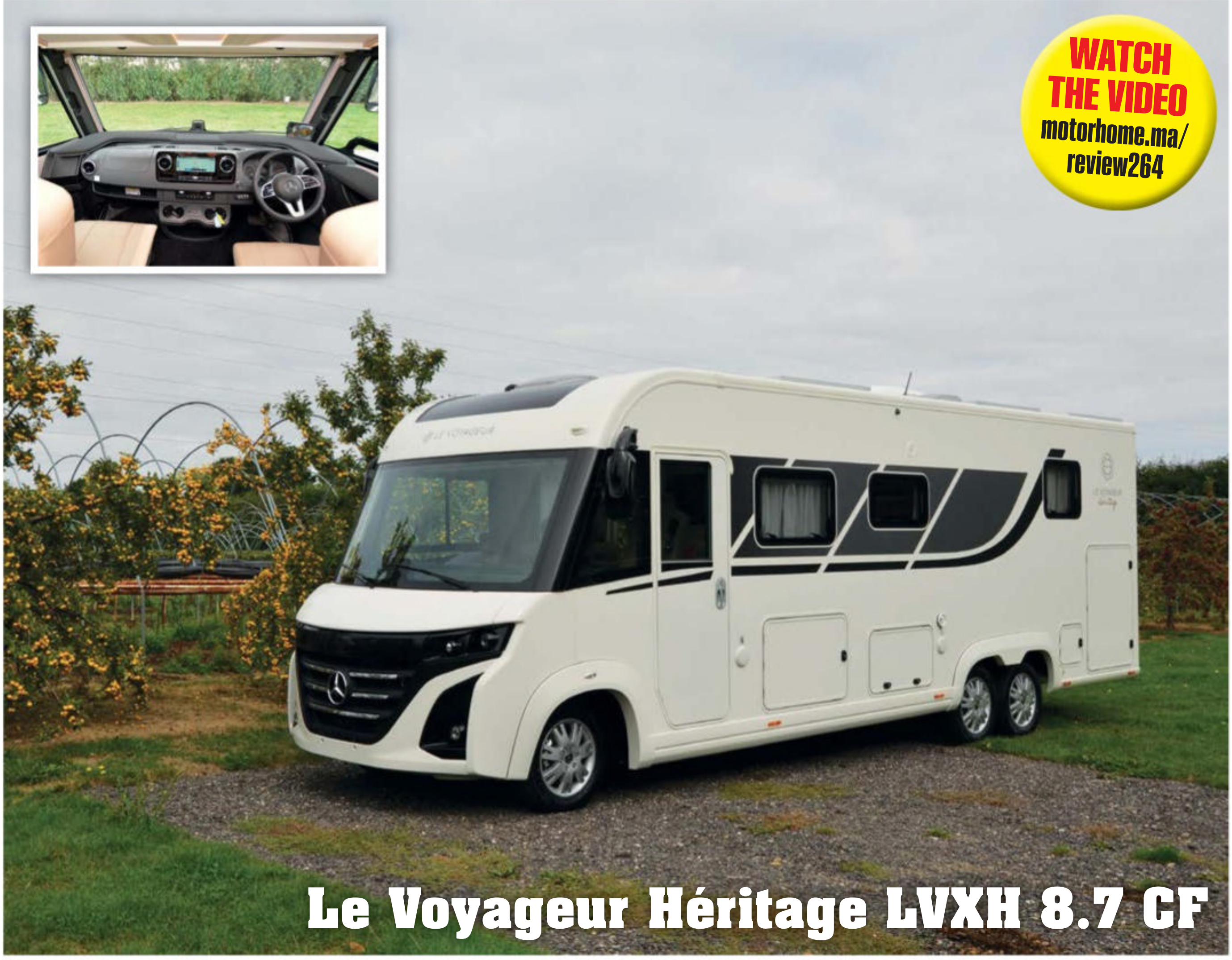
In the Slovenian corner we have Adria's new range-topper, which it says took design inspiration from luxury yachts and the latest in home interiors. It's the company's first-ever A-class on a Mercedes-Benz chassis, but Adria has been building fully integrated motorhomes since 2006 and has previously used Merc chassis for its Stargo and Polaris low-profiles. Its new Supersonic offers 7.83m and 8.90m lengths and twin or island bed layouts in each, although only the shorter double bed model (780 DC) has the en vogue parallel sofa lounge.

From France comes Groupe Pilote's premium brand, Le Voyageur, which first built Merc-based A-class motorhomes more than four decades ago. It has remained a specialist in the upper echelons of the market but only returned to the three-pointed star in 2022. As with Adria's Supersonic, Le Voyageur's Héritage comes in four flavours – 7.91m or 8.75m long and a typical choice of bedroom formats. Similarly, the shorter ones have a 4,500kg gross weight, while the biggies are plated at 5,500kg.

Adria's offering starts at just north of £150k, with the tag-axle models kicking off at £172,135. Surprisingly, considering that Le Voyageur is such an upmarket marque (while mainstream Adria builds everything from pop-top campervans upwards), the Héritage range starts at a lower figure (£142,000), but that's without the essential Luxury Pack, which adds over £30k to the bill here. Just one of the essentials included therein is the engine upgrade to 170bhp mated to a nine-speed automatic transmission, which Adria offers as standard.

Both motorhomes are built on front-wheel drive Sprinters with Al-Ko chassis. The versions here are diverse – an Adria with single beds and a single rear axle, a Le Voyageur with double bed and tag-axle chassis – but direct rivals are offered in each line-up and this test will give you a flavour of each range.

based A-class, but which of these newcomers deserves your life savings?



WATCH THE VIDEO motorhome.ma/review264

Le Voyageur Héritage LVXH 8.7 CF

HEY, GOOD LOOKIN'

Let's face it, A-classes tend to be rather boxy, so making a good-looking one ain't easy. However, Adria has done a fine job with its Supersonic, not least because it comes with an all-silver body. The chromed grille and inclined rear panel help, too, and there are bi-LED headlights and LED fog lamps with a cornering function.

Standard spec includes habitation air-con, an awning and a 140W solar panel. It certainly has all the visual hallmarks of a premium motorhome but, while there's a technical double floor containing the 150-litre fresh water tank and the twin 100Ah AGM leisure batteries, the only meaningful external storage is in the garage.

With two full-sized loading doors and a maximum capacity of 400kg, the garage is 1.20m high and 1.13m wide. The only disappointments are the lack of a spare wheel and the letterbox-like under-bonnet access (at least the windscreen washer and AdBlue fillers are accessible).

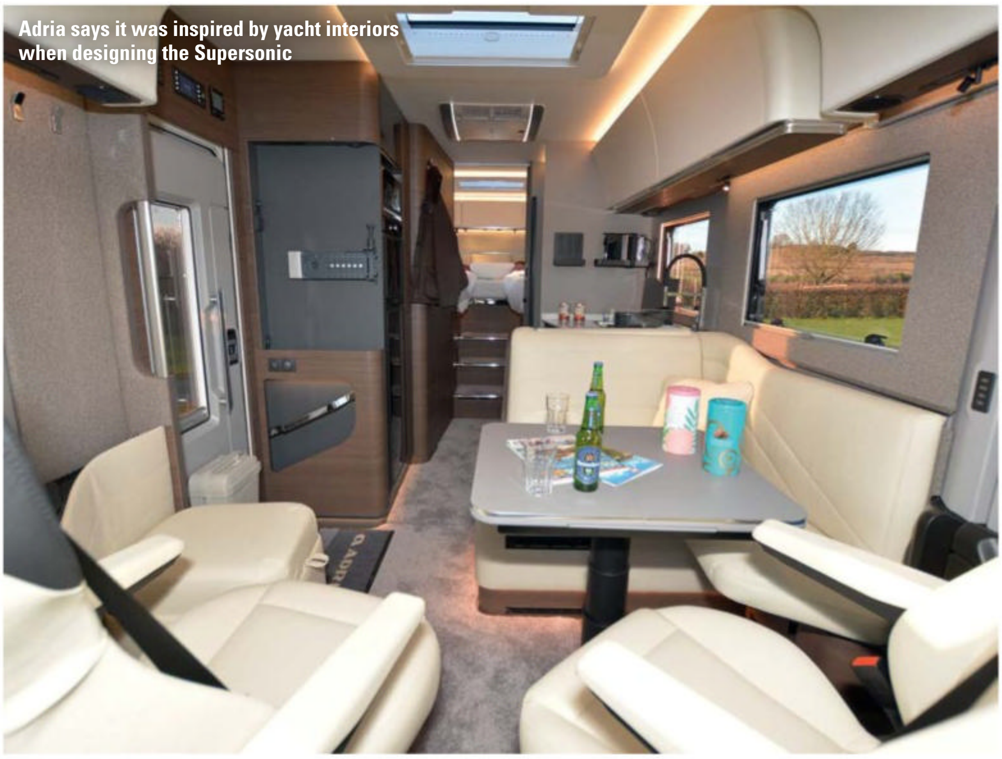
In the French camp, you have a slightly smaller garage (1.08m wide, 1.04m high) but gain a proper storage double floor that's 250mm high across the full width of the vehicle, while another bonus is the hatch that reveals a built-in mains lead on a reel. And further ramming home the sophisticated spec are the 1,800W inverter (which allows off-grid use of the microwave, as well as portable appliances) and 210Ah lithium leisure battery, as well as four 100W solar panels and an 85cm twin-head automatic satellite dish (both part of the Luxury Pack).

Again there's a Thule awning (electric here), but also a disappointment – this time that this right-hand drive motorhome has windscreen wipers still set up for left-hand drive.

On the road, both brands give you the toys you'd expect, from 10.25in MBUX displays on the dash to digital Tempmatic air-con. Both have heated leather captain's chairs (but a warm derrière costs extra in the Héritage) and twin-lens, bus-style mirrors. Manoeuvring the Le Voyageur, however, is made so much easier by the screen that includes an amazing drone view of the vehicle, along with a fisheye lens that switches to the appropriate side view as soon as you indicate left or right. Sometimes tech is just for tech's sake but this really is a fantastic feature.

On the road, the 170bhp engine provides decent performance and the nine-speed automatic gearbox is super smooth in both, but bear in mind that you can load the tag-axle versions of either 'van up to 5.5 tonnes, which is asking a lot. It wouldn't be demanding too much for the Adria to rattle less on the road, though – conversion noise is a clear win here for France.

»



Adria says it was inspired by yacht interiors when designing the Supersonic

FACT FILE – ADRIA SUPERSONIC 780 SL

PRICE FROM £156,690

PRICE AS TESTED £156,925

BERTHS 4

TRAVEL SEATS 4

LENGTH 7.83m

WIDTH 2.30m

HEIGHT 3.20m

GROSS WEIGHT 4,500kg

PAYLOAD 721kg

BASE VEHICLE Mercedes-Benz Sprinter Al-Ko, 170bhp, nine-speed automatic gearbox as standard

FRIDGE Dometic 177-litre AES

BEDS Rear single beds 1.97m x 0.81m, drop-down cab bed 1.87m x 1.44m

FRESH WATER 150 litres (in double floor)

SPACE/WATER HEATING Alde Compact 3030 'wet' heating system with underfloor heating and heat exchanger

LEISURE BATTERY 2 x 100Ah

OPTIONS FITTED TO TEST VEHICLE Coffee machine with holder (£235)

Nespresso machine is the only extra cost item

Single beds have tip-up sections to comfortably sit up in bed

LOTS OF LOVELY LEATHER

First impressions of the Adria interior are likely to have you calling your bank manager. You enter through a wide door that's linked to the central locking and the removable waste bin on the door, complete with carrying handle, seems a great idea. But it's the luxurious leather lounge that catches the eye, while your feet sink into the soft grey carpet. Once again, everything you see here (bar the Nespresso coffee machine in the kitchen) is standard – a welcome surprise.

The Supersonic 780 SL sticks with a conventional dinette, rather than fashionable side sofas, but it's relaxing here that reveals one of the model's star qualities. The area is light and bright, too, with tiny swivelling, sliding spotlamps that have a power out of proportion with their size. Useful coat hooks just inside the door (and two more near the washroom) show that the practicalities haven't been forgotten, either, in the quest for designer style.

The Adria continues to win you over with Isofix, and removable head restraints that create a more open-plan feel. One of our favourite features, though, is what looks like a simple jump seat by the door – it turns out to be a footstool that can be placed wherever you want it.

Le Voyageur goes for parallel settees throughout the Héritage range, with the nearside sofa being slightly longer. There's room to chill out, feet up, or five can sit more formally. The settees are every bit as comfortable as you'd hope, but maybe not as comfy as in the Supersonic. There are more décor choices here, though, as you can have Dune (seen here) or darker Riviera furniture. Carpets are an extra but the fact that they come in one single piece from the cab to the bedroom makes access to the double floor's trapdoors rather awkward.

The French 'van is more obviously not-German than the more avant-garde Slovenian, so your preference may simply come down to personal taste. Again, the Le Voyageur is superbly lit, both naturally and after dark, but here there's further novelty. The standard lighting scheme is called Versailles, to which you can add four more 'atmospheres' of your own choice, selecting the brightness and which lights are on or off.

If you're a telly addict, both models place the screen near the doorway but neither has any flashy disappearing TV trick to impress your friends. The Adria can accommodate a 32in gogglebox, the Le Voyageur a modest 24in.

MICHELIN STARS?

At first sight, you'll be awed by the Adria's kitchen. A three-burners-in-line hob set back in the

»

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Fashionable side settee lounge features throughout the Héritage range

FACT FILE – LE VOYAGEUR HÉRITAGE LVXH 8.7 CF

PRICE FROM £151,900

PRICE AS TESTED £191,040

BERTHS 4

TRAVEL SEATS 4

LENGTH 8.75m

WIDTH 2.25m

HEIGHT 3.00m, excluding roof air-con

GROSS WEIGHT 5,500kg

PAYLOAD 1,400kg (standard spec)

BASE VEHICLE Mercedes-Benz Sprinter Al-Ko, 170bhp, nine-speed automatic gearbox (as tested)

FRIDGE Dometic 153-litre AES

BEDS Rear island bed 1.96m x 1.43m, drop-down cab bed 1.98m x 1.85m

FRESH WATER 200 litres (inboard)

SPACE/WATER HEATING Alde gas/230V 'wet' central heating with heat exchanger

LEISURE BATTERY 210Ah lithium

OPTIONS FITTED TO TEST VEHICLE Luxury Pack (£34,800), microwave (£430), gas oven/grill (£600), Truma Aventa habitation air-con (£2,450), carpets (£430), roof vent for cab bed (£430)

Only a two-burner hob but the oven is much better positioned

Island bed has super-sized bedside tables on either side

Corian-style worktop gives adequate preparation space, while a sextet of large kitchen drawers lock automatically when you drive. The inset sink comes with a hose-style tap, a domestic-sized outlet and a large removable draining board, and there's an extractor fan over the cooker. Then, opposite, you'll find the biggest of big AES fridge/freezers. Alongside that is more shelved storage for packet/tinned foods. But then the Slovenians reveal that the oven is an afterthought – one that's very small and mounted 1.46m off the floor.

Surely, from the home of fine food, Le Voyageur has this section nailed. Not, perhaps, if your favourite meals come out of the microwave, because the optional Bosch nuker is even higher, at 1.58m. Much better, though, is the location of the gas oven, sited in the main galley unit. Even so, the call of the local auberge might win out, because the Héritage hob has just two rings.

We'll forgive that as kitchen storage is superb. The fridge/freezer is beaten in capacity (153 litres to the Adria's 177), but both coolers have automatic energy selection and doors that open from either side. Alongside in the French 'van are twin slide-out pantry units, one above the other (Adria please copy!) for myriad non-perishable foods. There's another, smaller, slide-out storage unit on the nearside, as well as a large shelf for condiments, etc. An extractor hood is another plus, and there's slightly more worktop here, although you get just one three-pin socket for appliances.

Below the counter, the two main drawers are locked with a key and, while the cutlery drawer is big, the pull-out unit below (which includes two waste bins and a rack for eight bottles) is HUGE. Alongside that, another slide-out storage area caters for four more bottles of Châteauneuf-du-Pape. *Vive la France!*

BATHING BEAUTIES

Beyond the galley, the Supersonic has the expected split ablutions, with a nearside shower and a toilet room opposite. The wide loo door – so wide that you need to step into the shower or bedroom – opens to close off the back of the motorhome, while sliding doors keep the sleeping quarters private, too.

The shower looks especially impressive, with headroom sufficient for basketball players, a backlit wall, hidden drains and a water-saving showerhead, plus a drying rail and roof vent. There's a step in the tray, but this should only be an issue if you have size 14 feet.

Across the way, for once, you can comfortably use the toilet area with its door closed and sit on the throne without your legs dangling. But Adria has done so much more than get the basics right. The silver wall and Kerrock worktop are repeated

»

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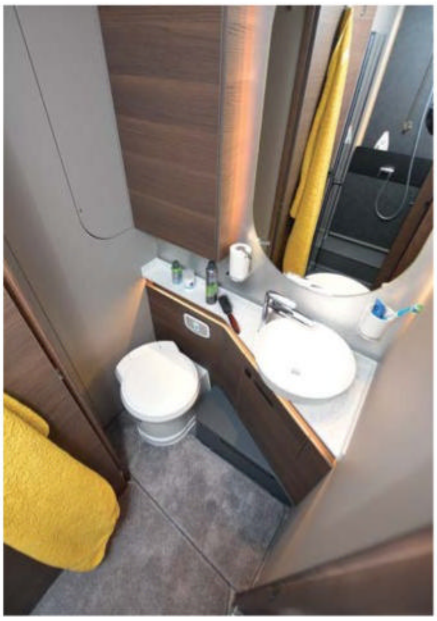
Footstool (on the right) can be repositioned at will



Super-stylish washroom with practical storage

Huge overcab rooflight is a big plus

Bigger garage but no double floor storage

Impressive headroom in the Adria shower

here, while the backlit mirror adds more panache. There are all the usual accessories (the soap dispenser looks especially contemporary) and loads of storage, including a wall cupboard with the oft-forgotten fiddle rails required to keep everything in its place.

So, the Le Voyageur has a fight on its hands – but also an unfair advantage in this comparison as the metre of extra length translates into a liner-style washroom.

Again, the toilet door opens around to separate the back of the motorhome, while twin sliding doors close off the bathroom from the bedroom. Between those doors, this generous washing and changing area accounts for a vast 1.27m of the motorhome's overall length. Wow!

The shower cubicle is of domestic proportions, but you step up into it, so headroom reduces to 1.84m. There's a rooflight, a clothes drying rack and a shelf for shampoo, etc, as well as a central drain in the tray.

Alongside the shower, the basin is of the bowl-on-a-plinth style and it comes with a high-quality black metal tap from Argo (as in the kitchen). Behind is a backlit mirror with cupboard space benefiting from lipped shelves – so practical.

In the toilet area, there are more mirrors and more sensibly planned storage but you'll need very long legs to be comfy when sitting on the ceramic bowl Thetford loo. That's the one fault that the French firm needs to address to secure a notable victory in this section.

After all, this is already more than just a mere bathroom. It becomes a dressing area thanks to the twin wardrobes, one above the other (or you can remove the central divide for ball gowns). These are in addition to the usual wardrobes on either side of the island bed.

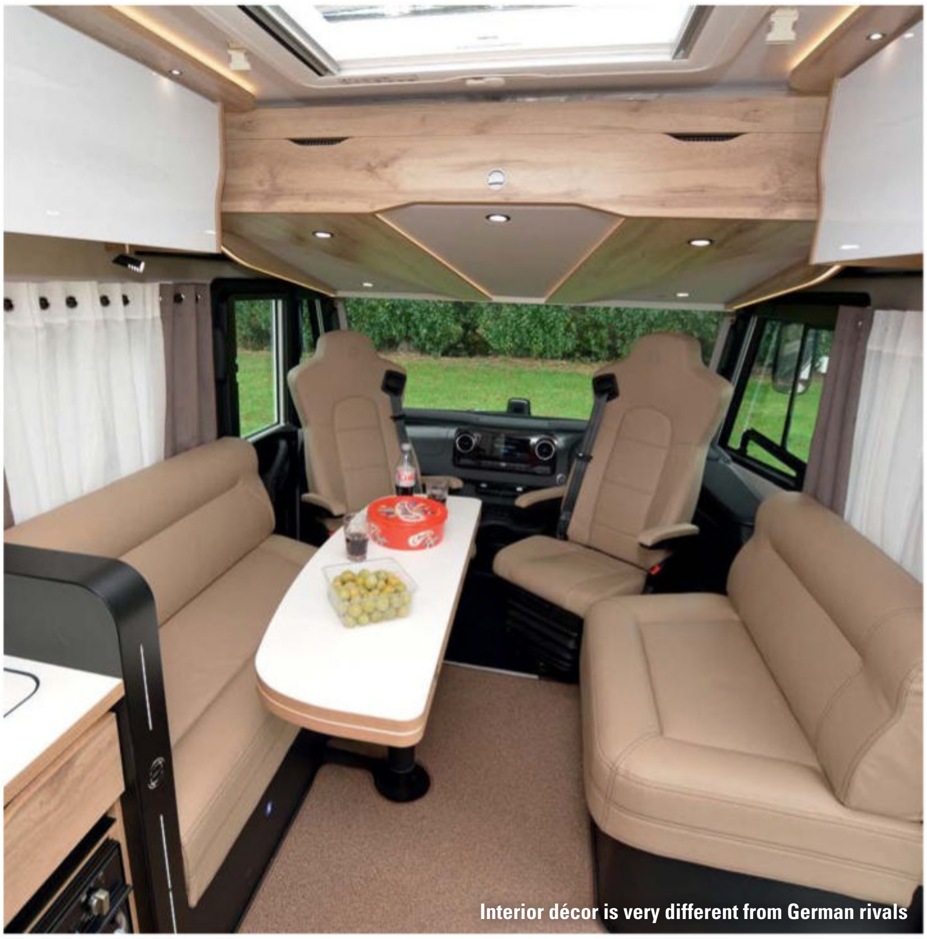
TOGETHER OR APART

The bed format in 'our' Adria – three steps up to twin single beds – might be as expected as going grey when you get older, but this is no ordinary bedroom. The padded headboard, backlit window surrounds, wind-up Heki sunroof and rear speakers all shout 'posh', while the concave lockers and multiple USBs repeat themes seen throughout the 'van. Adria has succeeded in the style stakes.

Of course, the aesthetics and details would be meaningless without comfort, but that is assured by identically sized beds with high-quality mattresses. It's simple, too, to extend the centre section between the beds from 1.07m to 1.56m and, even then, you can still get into bed without a ladder. The pole position feature, however, is the ratchet system that allows each bed to become a chaise longue for breakfast in bed or watching telly.

Under the offside bed, you'll find drawers for

You need long legs on this loo



Interior décor is very different from German rivals

Extra lengths pays dividends in the bathroom

As standard, the Héritage has a 1,400kg payload

Cab bed extends lengthways – it's enormous!

folded clothes, while the wardrobe beneath the nearside bed has a drop of 800mm and a clever slide-away door, as well as access from above.

Of course, Le Voyageur will sell you a twin bed Héritage (look for a GJF model suffix), but the one we tested – appropriately for a French 'van, we feel – was more romantic, with an island bed.

Here, you might wonder why there's an up/down switch, but press it and the rear double bed slides back to become a super-luxury chaise longue. With speakers, reading lights, XL-sized bedside tables and twin USBs for each occupant, it's a great space to relax. And, when the bed is flattened, its Bultex mattress is a generous size, although you might need to go on a diet before squeezing between the mattress and the sliding bedroom partitions.

Of course, these are A-classes, so you can expect drop-down beds up front, too. In the Adria the double lowers electrically – and not as glacially as the electric blind on the windscreen. There's up to 800mm of headroom and its mattress sits on Zomi springs for added comfort. The winning feature, though, is the super-sized opening sunroof directly overhead – perfect for those Mediterranean summer nights.

The Le Voyageur, too, offers the premium touch of electric operation for both its front bed and its windscreen blind. Where it excels is with a bed that also extends, so that you can sleep lengthways. Now the front bed is so generous that you might need to invest in bigger bedding – this bed is greater than 6ft in length and width!

So, both models have four berths. In the Adria, you'll just slot in the rear headrests and hit the road. Converting the Le Voyageur's lounge for passenger carrying takes longer, a result of its different lounge layout. Here, there are fold-away Aguti chairs hidden under each of the sofas. They suit kids better than adults as they are thinly upholstered, but there's plenty of legroom. Removing the large and heavy settee cushions is not the work of a moment, though, so the Adria's more conventional approach is the better one if you regularly need more than two seatbelts.

WHAT MOTORHOME SAYS...

It's easy to see the appeal of these luxury 'vans, if you have the budget, and each can be compared favourably with their German rivals. Picking between them may be just personal preference.

The Le Voyageur justifies its extra cost with a better bathroom and kitchen, as well as its storage double floor and super-sized cab bed. But we'd probably be tempted by the Adria's superb standard spec, more contemporary design and great lounge – as long as future examples have fewer rattles.

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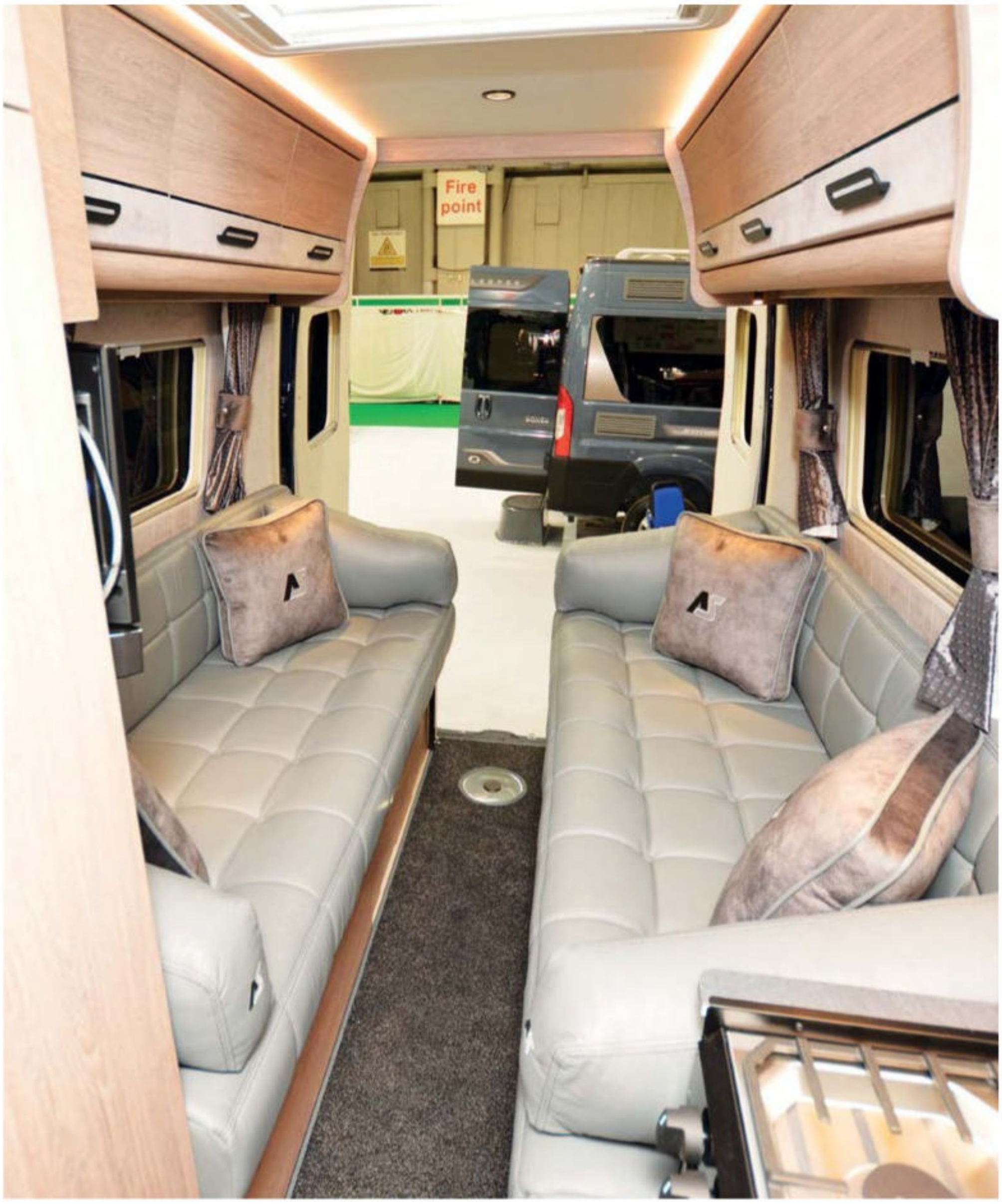

FACT FILE

BASE VEHICLE Mercedes Sprinter

PRICE FROM Around £115,000 (price to be finalised)

BERTHS 2

TRAVEL SEATS 2

LENGTH 7.15m

WIDTH 2.02m

HEIGHT 2.90m

GROSS WEIGHT 3,880kg

PAYLOAD 480kg

ALSO CONSIDER

IH 690 RD

RP Explorer 2

WE make no excuses for including the M-Star in this A-class special issue. Firstly, at an anticipated cost of £115,000, it's in the same territory as some A-class motorhomes. Secondly, as the most upmarket van conversion ever to come from a major UK maker, it's competing for similar buyers. And, perhaps most importantly, we couldn't wait another month to bring you our review of this exciting newcomer.

At over 7m long, the M-Star is a big step up in size, as well as price, from Auto-Sleepers' familiar Peugeot-based campervans. It's also the company's first ever Sprinter-based van conversion (although the brand has long offered Mercedes coachbuilts). Like the coachbuilts, it is based on a rear-wheel drive chassis (Sprinter 417) with the latest 163bhp engine and nine-speed automatic gearbox.

Here, the spec goes a lot further, as it needs to in order to justify the hefty price tag. So, the M-Star comes with the Mercedes Parking Package with integrated reversing camera, Crosswind Assist, heated Comfort cab seats with full leather trim, and Electric Closing Assist on the sliding side door. Externally, it has alloy wheels, a choice of four body colours and automotive-style flush glass windows. A 30-litre underslung gas tank, 110W solar panel and 100Ah lithium leisure battery are also standard.

More importantly, Auto-Sleepers says this is the first ever van conversion to be fitted with Alde 'wet' central heating. Boasting no less than six radiators, plus two fan-assisted radiators for the cab and the area around the sliding door, the system also includes Alde Flow for continuous hot water on demand, up to the 70-litre fresh water capacity.

Revealed as a prototype at the Caravan, Camping & Motorhome Show at the NEC, the first M-Star features a classic rear lounge, two-berth format, similar to the well-established (Peugeot/Fiat-based) Warwick XL. However, other layouts are expected to follow to create a three-model M-Star range.

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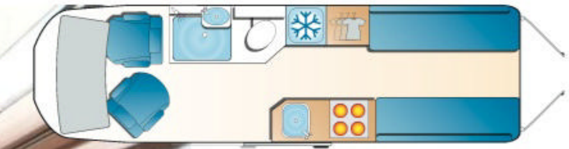

BUY AN AUTO-SLEEPER FROM…

Dealers
31
nationwide

Auto-Sleepers has 31 dealers around the UK, including Highland Campers, Dicksons of Perth and BC Motorhomes in Scotland, Central Motorhomes in Northern Ireland and 3 A's Leisure and Stowford Leisure in Wales.

In England, its retailers include all 13 branches of Marquis, as well as numerous independent motorhome dealers.

The company also has dealers in Belgium, Holland, Germany, New Zealand and even Thailand.

WHO IS AUTO-SLEEPERS?

The picturesque Cotswold village of Willersey seems like an unlikely home for a motorhome manufacturer but Auto-Sleepers has been here for over 60 years. What started out as a family business under the Trevelyans, following the conversion of a Morris van for their own use, is now a company producing up to 700 vehicles a year as part of the Trigano Group.

Its range includes the pop-top Air on Ford Transit Custom (marking a return to this sector), eight Peugeot Boxer-based campervans, plus nine Peugeot coachbuilts (two on Al-Ko chassis) and five Mercedes coachbuilts. The latest addition to the range is the M-Star, the company's first Mercedes Sprinter campervan, while Peugeot models can be ordered on the Fiat chassis instead when an automatic gearbox is required.

The first of the line-up has a generous rear lounge with side settees, retaining access through the rear barn doors, where a wide step will be added in production. In typical Auto-Sleeper style, there are scatter cushions and armrests, while full leather upholstery here is just about the only extra-cost item from the factory. The sofas are each 1.86m long (manufacturer's figure), so they can quickly be converted into twin beds, or you can fill the aisle with the backrest cushions to form a 1.66m-wide lengthways double.

When the rear of the motorhome is in use as a bedroom, the cab can double up as a secondary seating area. Both front seats swivel and Auto-Sleepers has added pockets and trim above the windscreen to better integrate this zone with the rest of the living area. As usual in a Merc, there's full-height walk-through into the cab.

Of course, the main entrance is the wide sliding door and, as you enter, a large mirror faces you on the washroom wall. Inside, the ablutions include a separate wet area with the moulded basin and shower, while the swivel toilet is in the carpeted part with a cupboard above.

To the rear of the bathroom, the full-height furniture continues. Next comes the super-sized (157-litre) compressor fridge with removable freezer section, above which is a Dometic microwave. Then there's a generous wardrobe and, in the ceiling above, you'll spot the habitation air-conditioning – another standard feature in this fully loaded campervan.

On the nearside, the kitchen doesn't look as expansive at first, but that impression soon changes when you deploy the folding worktop flaps at either end – the forward one is huge and can be raised and lowered with one hand. Also fitted here are a Thetford cooker with three gas rings, a mains hotplate and separate grill and oven – just as you'd expect in a large Auto-Sleeper coachbuilt. In production models, this is also expected to better coordinate with the black fittings, such as the sink, tap and cupboard handles.

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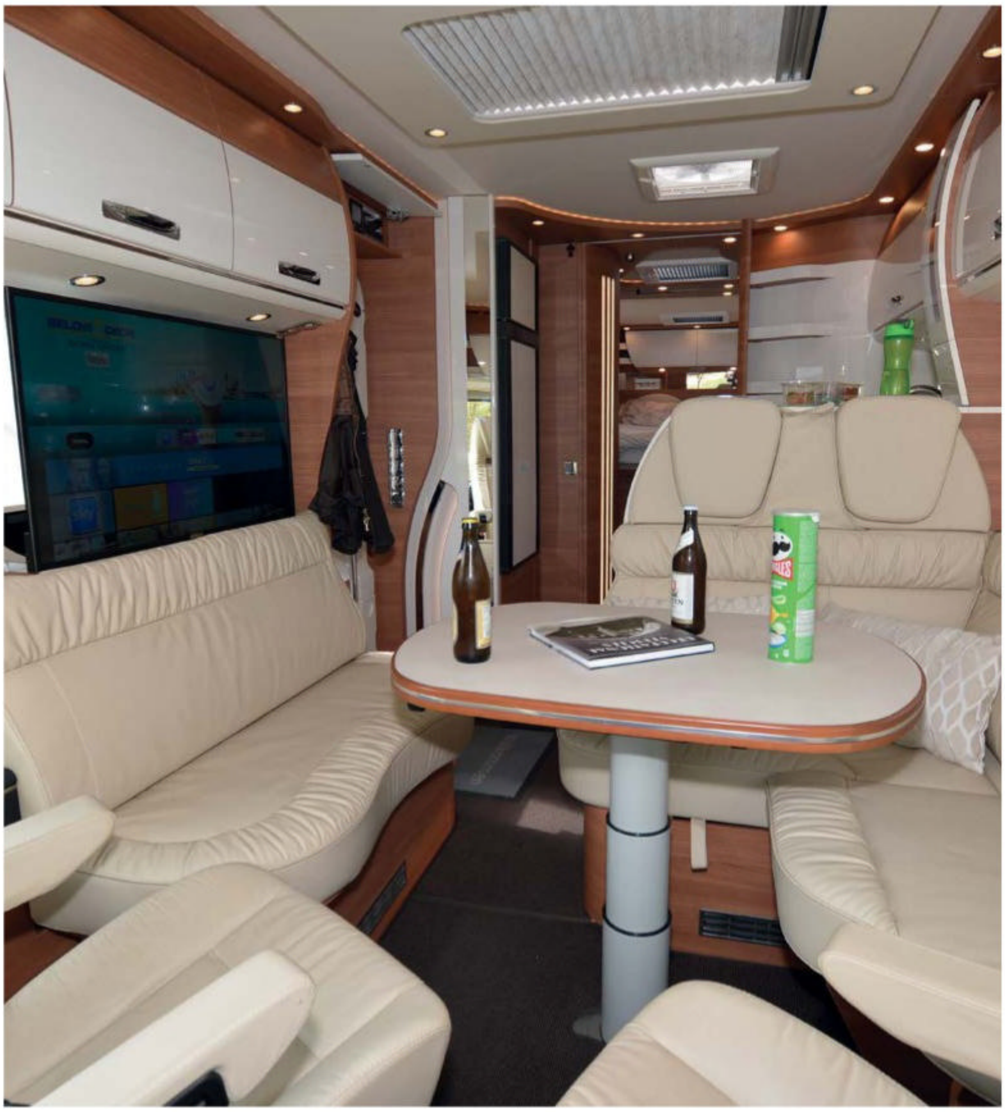
Carthago
Chic C-line I 6.2 XL QB

'XL' is the key part of this motorhome's title



WHO IS CARTHAGO?

Carthago is a German manufacturer best known today for its A-class motorhomes. However, the range also includes low-profile models and it owns sub-brand, Malibu, which includes van conversions in its portfolio. Carthago's headquarters are in Aulendorf in Upper Swabia, where E-line and S-plus flagship models are made. The rest of the range is built in Odranci, Slovenia.

Founded in 1979, the company has grown from three employees making VW campers in the mid-80s to 1,400 staff producing a range of over 50 different models. It remains an independent family-run business, building motorhomes on Fiat, Mercedes and Iveco chassis. It has manufactured A-class motorhomes since the early 2000s and, by 2011, had already made 1,500 examples of its popular Chic C-line vehicles.

CARTHAGO certainly offers plenty of choice. In its C-line range alone there are 10 models each on Fiat and Mercedes chassis. From 7.39m up to 8.78m, they all require a C1 driving licence – and a careful perusal of the options list, which can quickly add £40k-plus to the cost.

That might start with the Silverline exterior but standard is the typical brand DNA, such as the way the roof and side walls join in a smooth curve. The toothy chromed grille is another marque identifier – and a feature of this latest New Generation model.

Driver comfort is assured by the high-backed Aguti captain's chairs and visibility is a forte of all Carthago A-classes, thanks to the steeply sloping dashboard design. Only the aftermarket screen for the reversing camera (by the driver's right knee), rather than Merc's sharp MBUX touchscreen, disappoints.

The most important external aspects are the double floor and huge garage. The depth of the former varies from 700mm at the sides to around 200mm in the middle of the motorhome, while the double floor is also home to the 170-litre fresh and 140-litre waste water tanks. Even the waste drain is inside, revealed by lifting the trapdoor just inside the entrance. The rear garage, meanwhile, boasts internal headroom of 1.11m and a width of 1.20m, as well as a maximum load capacity of 350kg.

The interior design here is called Linea Progressiva – it's one of four possibilities, mated to optional Ivory leather. The single most significant option fitted, though, must be the Sky Dream Comfort driver's cabin with two panoramic skylights. This deletes the usual A-class drop-down bed and replaces it with cupboards around all three sides of the front lounge. Combined with the twin wind-up Heki sunroofs, it makes for a fabulously spacious feel as headroom of 1.92m continues right up

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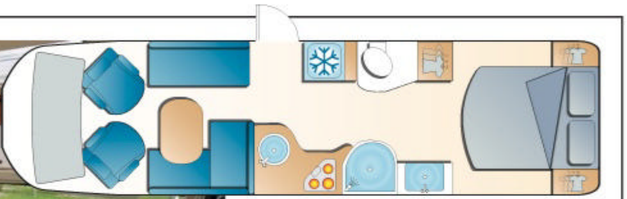

BUY A CARTHAGO FROM…

Carthago may be a premium brand but it is well represented by a network of English dealers. In the northwest it's E S Hartley (Cumbria) that has the franchise, while Premium Motorhomes (Doncaster) covers Yorkshire and Camper UK (Lincoln) and Go European (Staffordshire) are the Midlands retailers. In the south, from west to east, are Chelston Motorhomes (Somerset), Southdowns Motorhome Centre (Hampshire) and Choose Leisure (Kent).

In Wales, 3 A's Leisure is the Carthago dealer. In Scotland, BC Motorhomes in Ayr is the outlet.

Across the Continent you'll find Carthago dealers from the very top of Norway down to Portugal and even in Sicily, so you should be able to solve any issues arising on your grand tour.

FACT FILE

BASE VEHICLE Mercedes Sprinter Al-Ko

PRICE FROM £133,180

BERTHS 4

TRAVEL SEATS 4

LENGTH 8.78m

WIDTH 2.27m

HEIGHT 2.94m

GROSS WEIGHT 5,000kg

PAYLOAD 995kg

ALSO CONSIDER

Adria Supersonic 890 LC

Hymer B-ML 890

to the dashboard.

The lounge offers a generous amount of space with no less than 22 downlights, as well as mood lighting above the top lockers. There are no steps in the floor until you get to the rear bedroom and the 40in TV screen rises electrically from behind the offside sofa (it's another option, of course).

The kitchen is more of a U-shape than the usual 'L', while its Corian worktop includes a drip-catching lip. A Nespresso machine can be added, as well as (more crucially) a Thetford Duplex oven and grill, now mounted conveniently just below the three-burner hob. Alongside the oven is a bottle rack, while a quartet of large, soft-closing drawers ensure that you have plenty of stowage space. A near-full-height slide-out pantry unit alongside the fridge (153-litre capacity) is another big plus, and Carthago-branded glasses are stored in their own cabinet.

The washroom doesn't have just XL space but XXXL dimensions. It has a sliding door to separate it from the forward living area and twin sliding doors (with full-length mirrors) to close it off from the bedroom. Importantly, the toilet door is just that, so the loo area always remains private (even when someone else is in the shower). You step up into this space, though, so headroom is only 1.83m.

The rest of this en suite is palatial. The separate shower has a clothes drying rail, twin drains and shelves for shampoo, etc, and even the step in the shower tray doesn't mar the experience. Then, step out of the shower and it's the huge central space for dressing and undressing – complete with floor-to-ceiling wardrobe – that really impresses.

At the stern, the bed looks high up, but access is easy enough. And what a bed it is – almost 2m in length, this seven-zone cold foam mattress sits on a Carawinx sprung base and, in the morning, you can tilt the bed head (individually, each side) for sitting up luxuriously under the duvet.

CARTHAGO

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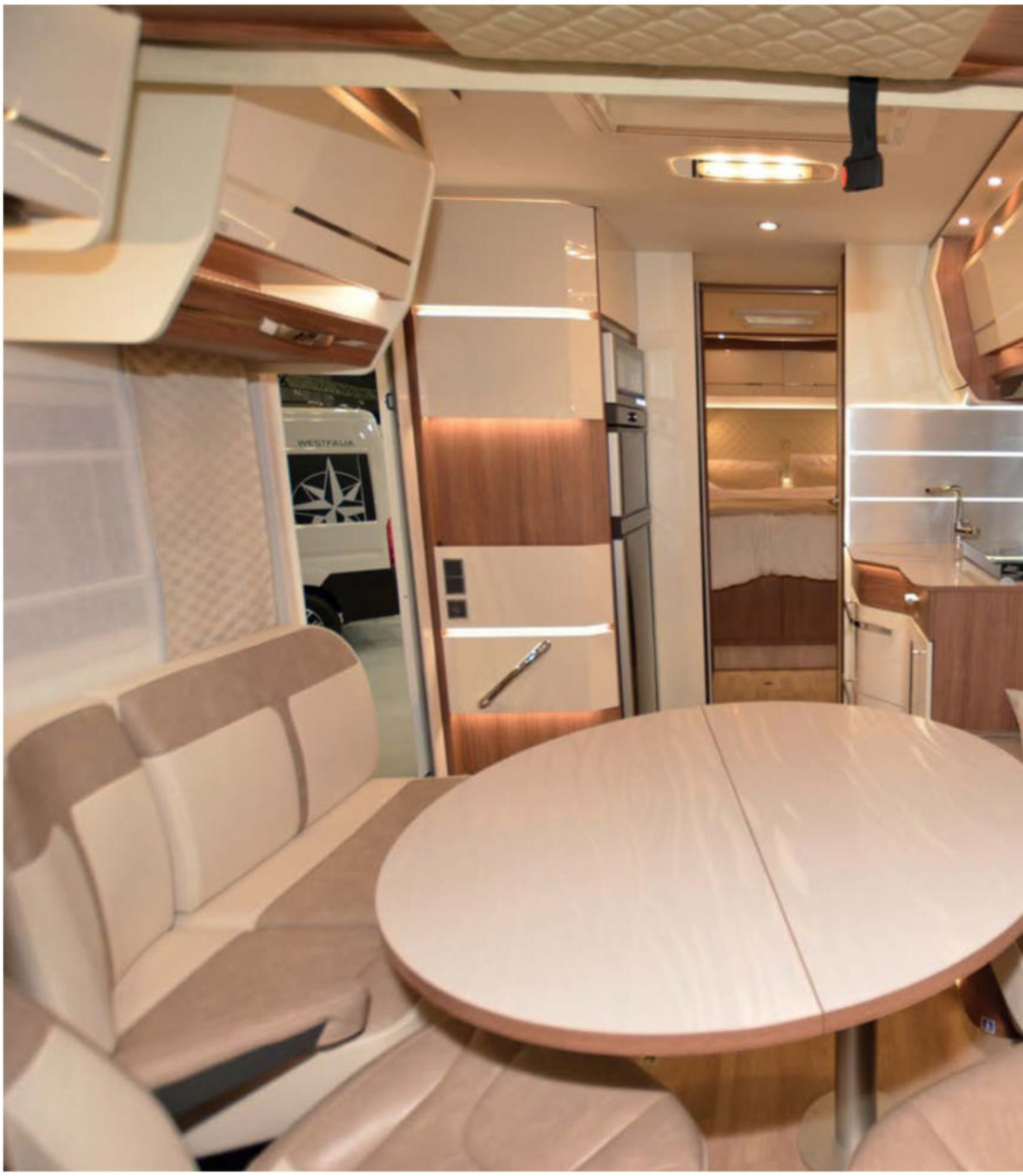
Florium Discover 75 L

This less well-known French brand is worth seeking out



WHO IS FLORIUM?

FLORIUM

Founded as a caravan maker, and briefly a boat builder, Fleurette has been in the motorhome market since the 1990s and a part of the Rapido Group since 2005. Its factory, near La Rochelle, manufactures motorhomes under its own brand name, as well as Florium and some campervans for Westfalia. Florium vehicles have identical layouts to those of Fleurette but more contemporary décor and design.

The Florium portfolio includes Baxter compact low-profiles, Mayflower low-profiles with drop-down beds and Wincester A-classes. All models have polyester bodywork made entirely in-house, which it claims is unique in Europe. The company also makes all of its own furniture.

THINK French A-class motorhome and your grey matter will probably come up with two names, Pilote and Rapido. The former has been selling motorhomes here for longer than almost any other European brand, while the latter boasts nearly as long a history here and now has a range focused firmly on A-classes.

However, there's another name – or rather two sister brands, Fleurette and Florium (differing only in décor and details) – that you should add into your noggin if you're in the market for an A-class. These motorhomes are built in lower volumes and have just one UK outlet but, with the backing of Rapido Group as parent and a style of their own, they are not short of appeal.

This Discover is one of just three models in the range, including a slightly more compact (7.19m) island bed layout in the 71 LMF and a sister model with single beds (74 LJG). All are based on a Fiat Ducato with Al-Ko chassis and have the brand's trademark 100% polyester bodywork. Available as a 3,500kg motorhome, the payload (366kg) is rather marginal – like most of its ilk – so you may need to consider an upgrade.

That's especially important as the Discover boasts a full-sized garage with at least a metre of interior headroom – and that figure can be increased because the bed above rises electrically to create more room. That's not the only feature in the garage that's operated at the flick of a switch as the waste water valve is electric, too. The grey tank holds 125 litres, while the fresh tank has an impressive 205-litre capacity – both are mounted in the double floor.

The garage comes with full-sized loading doors and there's more storage in the double floor, accessible externally and internally. It's also worth discussing the bodywork, which features cab, roof and rear panels that overlap the side walls and are

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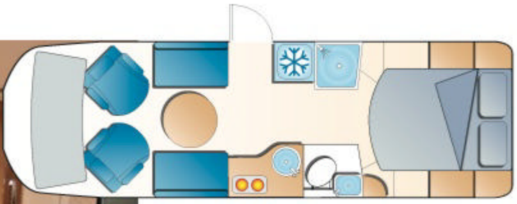


FACT FILE

BASE VEHICLE Fiat Ducato Al-Ko

PRICE FROM £112,599

BERTHS 3/4

TRAVEL SEATS 4

LENGTH 7.49m

WIDTH 2.30m

HEIGHT 2.88m

GROSS WEIGHT 3,500kg

PAYLOAD 366kg

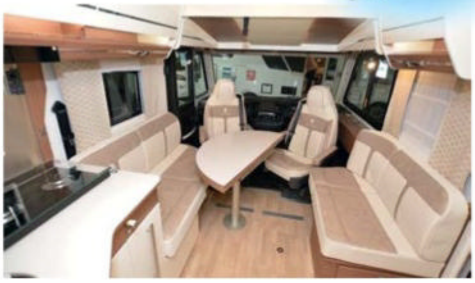
ALSO CONSIDER

Bürstner Lyseo I 736 G Harmony Line

Rapido 8096dF Ultimate Line

BUY A FLORIUM FROM…

The sole UK dealer for Florium (and its sister brand, Fleurette) is Wandahome at South Cave, near Hull.



fixed without drilling. There's 30cm of Styrofoam insulation in the floor and walls, too, while Fleurette says the combination of wood and composites in the bodywork combines strength with exceptional solidity. All the polyester, furniture and composite parts are made in-house and the company boasts 55 years' experience.

That shows here in a luxury motorhome with a contemporary feel. There's a flat floor throughout, an on-trend side settee lounge and the option to upgrade from Truma heating to Alde.

The lounge here is especially appealing. If you've sat in a few German 'vans and found the seats too firm for your liking, try this. The Gallic approach seems to be all about comfort and the unusual round table (which can be folded in half) seems surprisingly practical, with no corners to catch yourself on.

The kitchen may not be large, and it only has two burners on the modern gas-on-glass hob, but it's not short on style or storage. The super-sized soft-close drawers can be locked centrally for travel and there's a tall pull-out unit for five bottles of *vin rouge!* Another slide-out storage area is fitted at eye-level, so the space has certainly been maximised here. Then, opposite is a 145-litre fridge/freezer with automatic energy selection and, above that, a small combined oven and grill.

The en suite facilities at the foot of the bedroom offer the usual shower on one side and opposing loo but there's a French flavour to the patterned shower doors and framed mirror above the basin. Not only can you close off the bathroom from the living area with the toilet door but also separate the bedroom by virtue of a sliding door. This also leaves more room around the end of the bed (1.89m by 1.54m) than in many rivals. Only the loo mounted on a plinth (high for short legs) is a downside.

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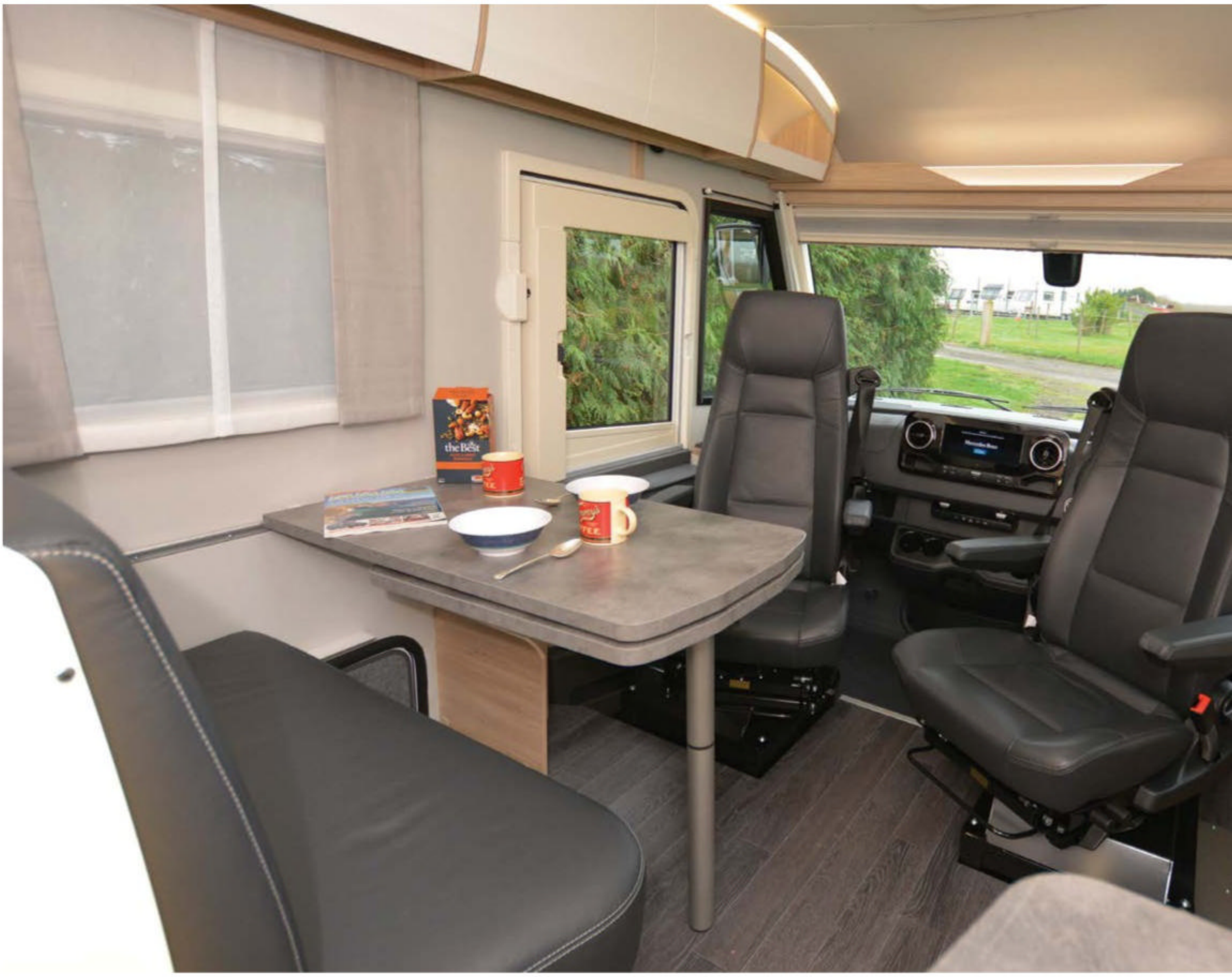
Frankia Neo MI 7 GDK

Looking for a Mercedes A-class that you can drive on a standard car licence? The new Neo could



FRANKIA is best-known for its big – and very comprehensively appointed – rear-wheel drive Mercedes-based Platin models, of which we are big fans, but there are plenty of buyers who need to stay under 3.5 tonnes, not least those downsizing at the age of 70 to avoid the medicals necessary to keep a C1 licence.

So, back in 2020, Frankia introduced the Neo, a low-profile vehicle that could be driven on a standard car licence. This, however, is a marque famed for its A-classes, so it was probably inevitable that a Neo MI would follow (the I meaning integrated, the German tech-speak for A-class). Crucially, the M in the name means that it’s still a Mercedes that underpins the newcomer, albeit here in front-wheel drive form (like most other Sprinter-based motorhomes), and with a special version of Al-Ko’s low-frame chassis. Of course, going FWD saves weight and this is a more compact, seven-metre motorhome, but building a vehicle that still feels like a Frankia, while keeping a much tighter rein on weight, must have been a challenge for its designers. It still has a heated double floor, for example, even if it isn’t as deep as on a Platin. It still has premium features like the fabric-trimmed ceiling and walls, as well as the two-layer pleated blinds (for better insulation) that you simply don’t see elsewhere.

However, inevitably, there are compromises to be made, too. You’ll have to spec your Neo carefully if you don’t want to go for the 4,500kg chassis option, but Frankia gives you plenty of choices. Go without a cab door and you can save 43kg (and £895), have cupboards instead of the drop-down cab bed and you’ve earned another 44kg of payload. Even rear travel seats (here with seatbelts and Isofix for £995) are an option. If you don’t need them, you can gain 25kg. As tested, the Neo had a payload of 340kg, compared with the brochure figure of 497kg.

QUALITY STREET

This is a good-looking motorhome, with its slit-like LED headlights, simple graphics and black alloys. The windows are flush-fitting and the habitation door has triple-point locking (linked to the Mercedes’ remote control). It closes with a

be the answer…

WATCH THE VIDEO
motorhome.ma/review271

FACT FILE

BASE VEHICLE Mercedes Sprinter Al-Ko

PRICE FROM £110,350 (as tested £127,447)

BERTHS 2/4

TRAVEL SEATS 2/4

LENGTH 7.06m

WIDTH 2.24m

HEIGHT 2.96m

GROSS WEIGHT 3,500kg (4,500kg option)

PAYLOAD 479kg (standard spec)

ALSO CONSIDER

Carthago C-tourer I 143 LE

Hymer B-MC I 580

solid thunk that few rivals can emulate. With Frankia's ThermoProtect wall structure, hail-resistant GRP roof and seven-year water ingress warranty (extendable to 11 years), the Neo impresses from the off.

Walk around the back and the automotive tail lights and shapely rear panel give off a premium vibe, too, but there's no Easy-Load system here (Frankia's top-hinged tailgate that gives unrivalled access to the garage loadspace) – that is another option in the interests of weight-saving. So, instead, there's just a single door into the garage. Not that you'll be short of space in here – it's 1.19m high, 1.09m wide and comes with a practical plastic chequerplate floor, as well as 12V and 230V sockets, and adjustable tie-down points.

On the offside, you'll also discover a small area of underfloor storage and an external barbecue point (one of several features added as part of the standard UK Pack). Another such addition is an outside shower point on the nearside and, along this flank of the Neo, you'll find a much more generous basement locker that also incorporates some of the under-seat space (all the external hatches have the same high-quality catches as on the maker's larger motorhomes and the non-slip flooring is the same, too).

Then there's also a Frankia trademark touch – a services locker with mains hook-up inboard (no plastic flap, the lead goes up through the floor), a built-in large-bore waste hose and a fitted fresh water hose. The tank capacities are generous, too, with 125 litres of fresh and 100 litres of grey waste – and both reservoirs are fully winterised as they are located in the double floor.

Standard spec from SMC also includes an awning and reversing camera, which had yet to be fitted to the test vehicle.

DOUBLE UP

In the usual Frankia fashion, there's a trapdoor immediately inside the entrance – somewhere to stow your shoes before you make the interior mucky (carpets are included for UK buyers). Turn to your left and, in front of the galley, another floor panel lifts to the reveal the fresh water tank (with 20-litre 'travel' setting), the pump and Combi boiler with its winter drain

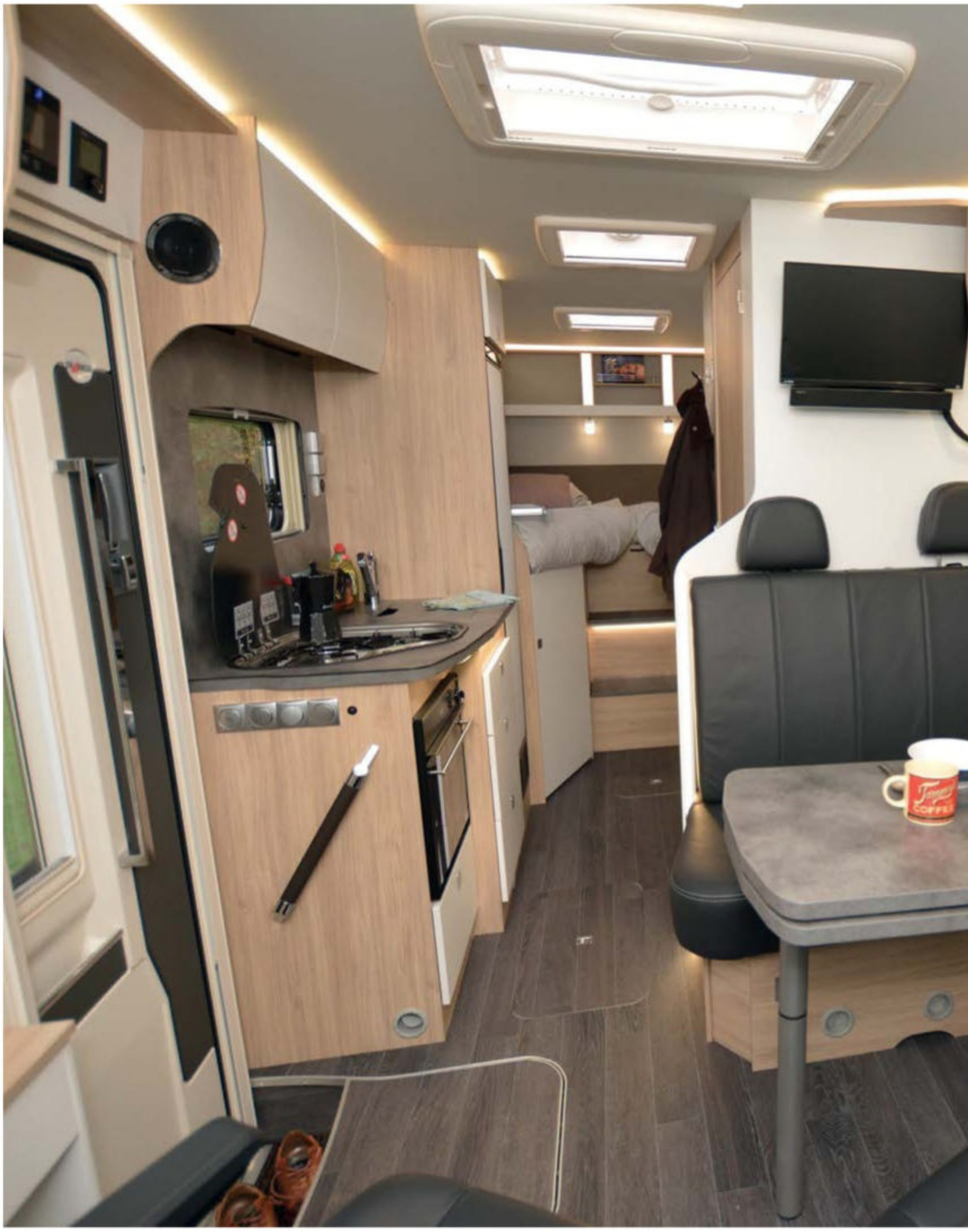
»

WHO IS FRANKIA?

FRANKIA

Frankia has been building luxury motorhomes in the Franconia region of Germany since 1960 and has been part of the Pilote Group since 1990. It was one of the first makers to offer a double floor (back in 1995) and currently builds up to 18 vehicles per week.

Its range offers a huge choice of models, including luxury low-profiles and overcabs, as well as A-classes (and the Yucon van conversions). Mercedes-based models (with rear-wheel drive) make up a big part of the line-up, which concentrates mainly on vehicles of 4,500kg or more, from 7.5m to 9m. Unusually, it also has a wide selection of rear lounge layouts in its portfolio.



switch. These are typical traits for a Frankia but the rest of the interior look is altogether more contemporary than usual.

The Neo was first launched with Manhattan/White furniture that eschewed wood completely. Now, though, you can opt for Visby/White cabinetwork that sets just the right tone. The pale wood blends well with lots of soft, matt white, while the angular, handleless top lockers are unlike anything previously seen in a Frankia.

This isn’t the company’s first ’van without the usual drop-down cab bed, but here the option is more likely to be chosen, perhaps, because of the useful gain in payload. It makes a marked difference to the feeling of space in the lounge, too, with almost 2m of headroom right into the cab. There’s also a very welcome flat floor right through the living area, with just a tiny drop (around 5cm) forward of the front seats.

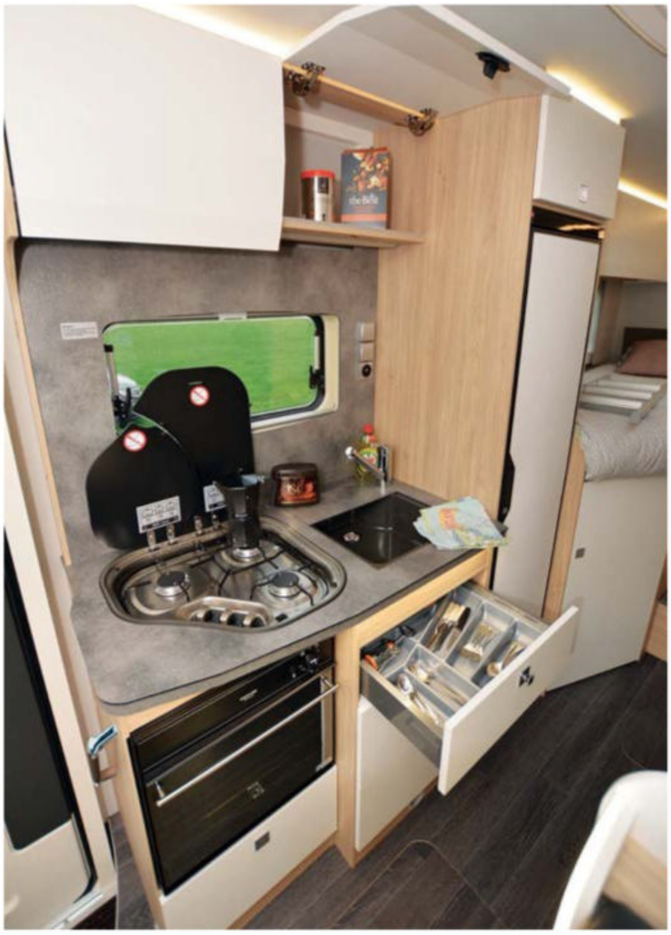
With no cab bed, the top lockers extend to the front of the ’van, so you gain extra cupboards, although the open sections at the very front have insufficient lips to be useful while you’re driving. And, while A-class cabs always seem extra-spacious, that effect is only enhanced here. Along with the extra width and extra glazing, the Neo has dimmable mood lighting that runs around all the top cupboards, from the cab to the bedroom. General illumination is superb but only one reading light is fitted in the lounge (above the sofa) and there are none in the cab.

The lounge also has rear speakers and a pair of three-pin mains sockets but, where other Frankias have a pedestal table, here it’s a simpler wall-mounted affair, albeit one with a swing-out extension leaf. And, while the alternative BD layout (rear transverse double bed) has a larger seating area, this GDK has just a half-dinette. It’s a tad firm and upright, too.

As with others of its ilk, this lounge works better for dining than sprawling but you’ll not fault the cab seats as somewhere to chill, or to watch a 22in smart TV with sound bar that SMC adds as part of its Media Pack (included as standard).

TIME FOR TOAST

You won’t find the full cooker or clever extending worktop of other Frankias in this galley but it is



enhanced with a Thetford Duplex oven/grill as another UK Pack addition, along with three rings for the hob, rather than just two. The sink has the company's usual split cover, which usefully retains some surface in what is quite a compact unit, while the smart Argo tap has a pull-out hose.

Further pluses are a pair of mains sockets (though one at each end would have been better), smart under-counter lighting and, most importantly, four large soft-close drawers – each with Hettich frames that could have come from a top-notch domestic kitchen.

The tall fridge is easy to use and has a good capacity but it's a compressor type that might have you seeking to upgrade the standard 95Ah leisure battery. Then, completing the cook's quarters is a useful slide-out unit for tinned foods, etc, under the nearside bed.

But, if the kitchen is nothing special, the shower is amazing – you won't find one this big in any other 7m motorhome – or most 8m or 9m models! It owes its XXXL size (maybe with a few more Xs) to the fact that both the washbasin and the cassette toilet slide out of the way when you use the shower. In fact, the only downside is that Frankia appears to have forgotten a shelf for your shampoo or a hook on the door for your towel.

And it's not just a room that works for showering; there's unrivalled leg and shoulder room on the loo, too. Then, pop out the basin and there's worktop on either side, as well as large mirrors behind. And behind those mirrors there's lots of storage for toiletries, which should stay put as the shelves have eminently sensible upstands.

SEPARATE WAYS

Completing this 7m motorhome is a pair of single beds over the garage. Reached by a couple of steps, access is easy and there's enough headroom to sit comfortably on each mattress. Bed lengths are identical at 1.97m but the offside bed narrows slightly at the foot.

Cupboards run the length of the bedroom on either side and there's a shallow wardrobe (740mm drop from the rail) under the offside bed. What concerned me more was the run of

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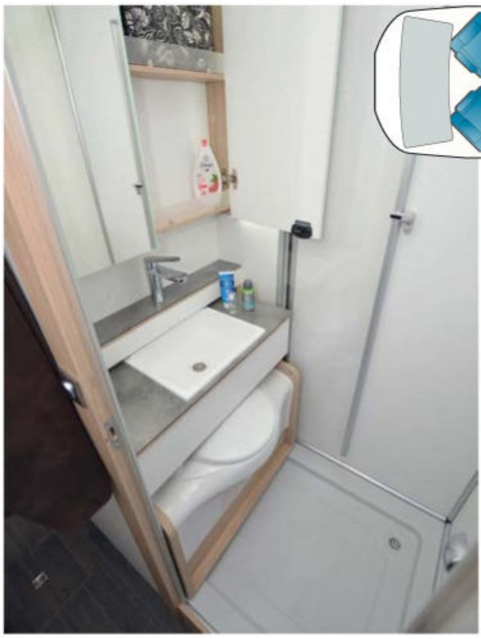
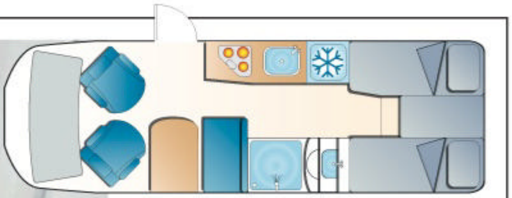
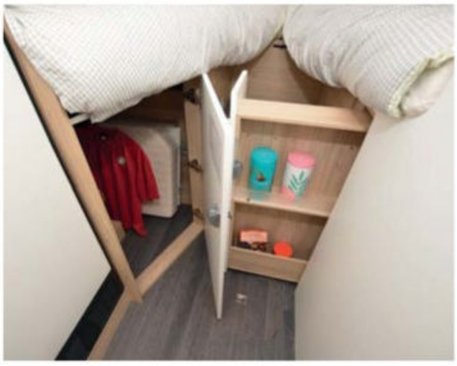




BUY A FRANKIA FROM…

SMC Motorhomes in Newark is the sole UK dealer for Frankia motorhomes. This is a family-run business with a wide range of brands (Auto-Sleepers, Globecar, Knaus, Pilote and Weinsberg, as well as Frankia and Yucon), and its own comprehensive on-site workshops, including an experienced insurance-approved bodyshop.



shelves across the back wall but, as these are quite slim, judicious use of cushions and pillows does mean you can sit up with a morning cuppa. There are reading lights and convenient 230V sockets, too.

It's also possible (as an option) to convert the bedroom into a transverse double bed (with ladder), but neither this nor the kiddy bed made from the dinette seats seemed to be up to the high standards of design seen elsewhere in the Neo. The fact that Frankia calls the front berth an 'emergency bed' probably says it all.

PACKED WITH POWER

You might easily forgo both of those bedding options but no one, surely, will pass on the Chassis Pack, which upgrades the motor to 170bhp, swaps manual gears for the nine-speed automatic and then completes the spec with goodies such as the digital air-con, stop/start, leather steering wheel, adaptive cruise control, electric parking brake and 10.25in MBUX screen with sat-nav. If you're wondering why Frankia has stuck with Mercedes-Benz for its smallest A-class, one sit at the wheel is probably all that's needed to stop you questioning it.

Then, press the start button and it only takes a few minutes to wonder if it really has 'only' 170 horsepower – it feels like more. The automatic shifts smoothly through the gears and, sailing down the A1, I was impressed, too, by the stability afforded by the Al-Ko chassis.

Not so great was the noise level on board, although it was no worse than many other comparable motorhomes. And, of course, the Merc chassis wins you over with its slick presentation (especially the MBUX display) and its plethora of electronic safety aids.

WANT ONE?

This smaller, lighter, more contemporary Frankia has much to recommend it, including many of the features that have so impressed us in the past in the company's larger models – plus a clever washroom that betters its bigger brothers. It also enables buyers seeking a 3,500kg vehicle to consider the brand – but only if options are selected carefully.

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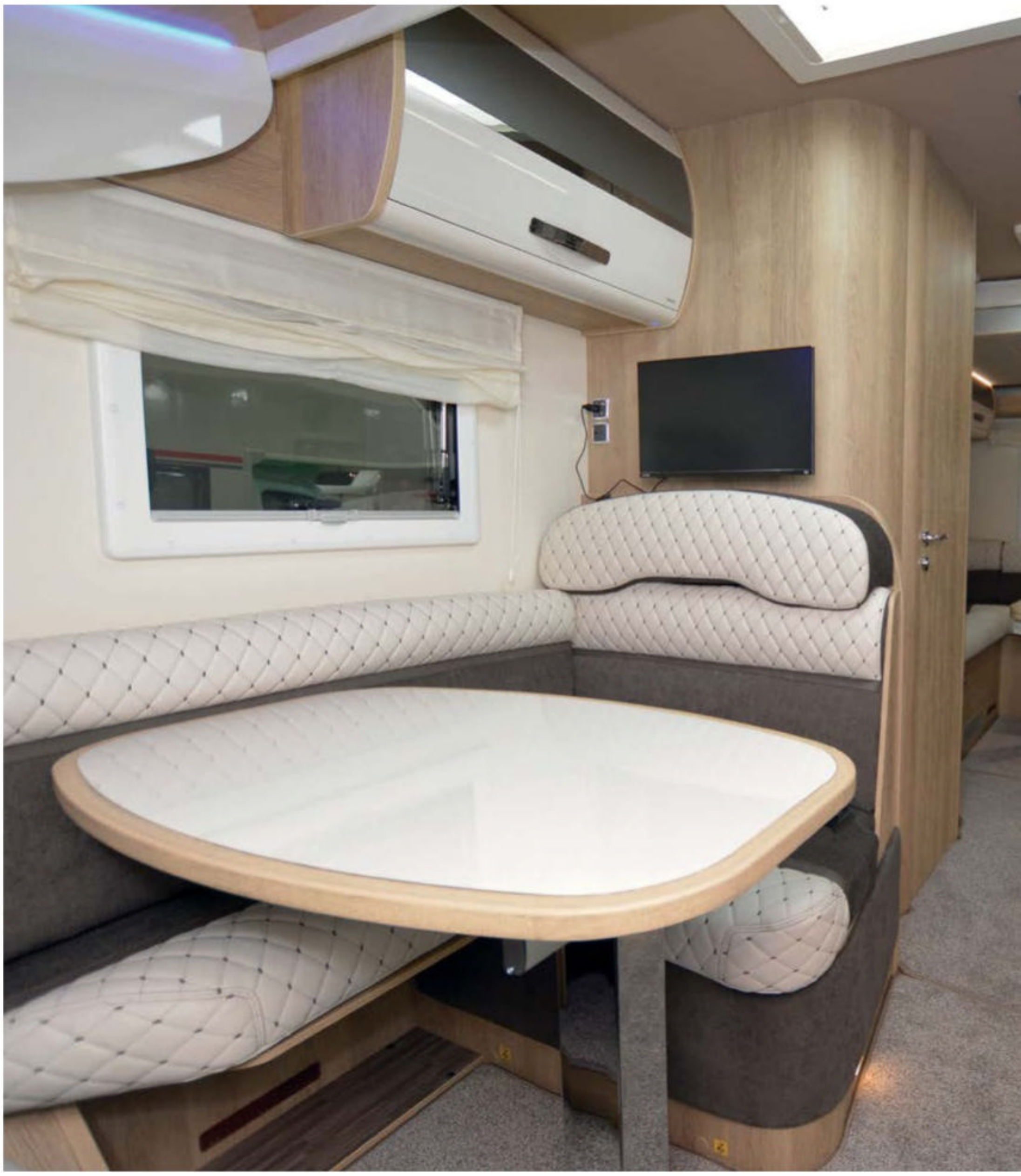
Mobilvetta K-Yacht 80

Two lounge areas and a UK-handed layout



WHO IS MOBILVETTA?

Mobilvetta’s vehicles were first sold in the UK in the 1990s, when its Top Driver 52 was claimed to be the best-selling imported ’van here. After a short absence, the brand returned in the mid-noughties through the Marquis dealer network when both companies had become part of the Italian SEA Group. More recently, Marquis launched the K-Yacht range as its first A-class offering for some years, later adding the closely related Kea low-profiles. These vehicles now sit as the flagship motorhomes offered by Marquis with a very comprehensive spec and UK-handed bodywork.

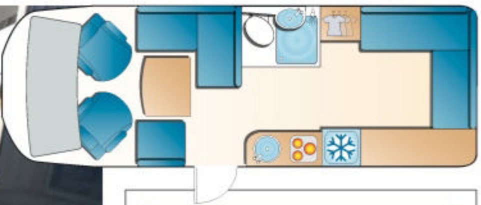
YOU won’t mistake a K-Yacht for any other A-class – these Italian models definitely have a look all of their own. There are five layouts in the range, including a compact model and two with rear lounges – thank importer, Marquis Leisure, for that UK-friendly approach (which also includes approval by the National Caravan Council). And the built-for-Britain angle goes further as these are amongst the very few A-class motorhomes available with the doors (both habitation and cab) on the UK side. That is, perhaps, most relevant in the cab as the driver can hop out without shuffling past a front seat passenger.

As you’d expect from Marquis, the spec list is long and the options list short – in fact, apart from dealer-fit items such as awnings, it’s non-existent. As with every K-Yacht, the 80 even gets Fiat’s nine-speed automatic as standard, along with the 160bhp engine (which will be superseded by the 180bhp motor once stocks of the former run out). It’s built on a 4,400kg chassis, too, so the payload is generous at over a tonne.

Meanwhile, chassis spec also includes alloy wheels, a leather steering wheel, ESP, cruise control, Traction Plus, Hill Assist and Hill Descent Control, Crosswind Assist, automatic air-conditioning, an electric parking brake, Zenec DAB radio and sat-nav, and a reversing camera.

Externally, there’s a barbecue point and 120W solar panel, plus storage at the rear that’s accessible from either side. Stretching under the end lounge, this area (with a maximum height of 570mm) is not a full garage but it’s a useful space for outdoor furniture and the like. An external shower and 230V socket are fitted here, too.

Inside, there’s not just a lounge in the stern but one up front that takes advantage of the full-width A-class cab and panoramic windscreen, as



FACT FILE

BASE VEHICLE Fiat Ducato

PRICE FROM £110,995

BERTHS 4

TRAVEL SEATS 4

LENGTH 6.99m

WIDTH 2.35m

HEIGHT 2.95m

GROSS WEIGHT 4,400kg

PAYLOAD 1,016kg

ALSO CONSIDER

Bürstner Lyseo I 744 Harmony Line

Rapido 854F

BUY A MOBILVETTA FROM…

Dealers
14
nationwide

The Mobilvetta range is imported to the UK by a sister company from the Trigano Group, Marquis Leisure, which has 13 outlets around England. Marquis branches can be found in Lancashire, Northants, Gloucestershire, Berkshire, Dorset, Devon (Exeter and Plymouth), Hampshire, Sussex, Surrey, Suffolk, South Yorkshire and County Durham.

In Scotland, Mobilvetta motorhomes are also sold by The Motorhome Company in Perthshire.

well as the swivelling captain's chairs. The table is fixed, lighting is plentiful and three or four folk could dine here comfortably. Above is the typical, manually operated drop-down bed. It measures 1.89m by 1.30m and has a single reading lamp on the offside but no roof vent.

Unusually, the K-Yacht 80 also has a second drop-down bed at the rear and this one is electrically controlled. It's not dissimilar in size (1.85m by 1.34m) and has an LED strip light on the nearside as well as a large rooflight but it's a shame it doesn't come down lower for easier access and greater headroom. Open storage pockets on the back wall are a useful addition for night-time knick-knacks.

The central kitchen, along the nearside, has a modern Thetford cooker with two gas burners and one induction ring powered by mains 230V. Then, under the sink (with its split cover) is a Thetford Duplex combined oven and grill. Cabinets have a striking gloss, duo-tone finish with chrome handles and the galley is completed by a tall fridge (Thetford again) with 141-litre capacity and a bottle drawer.

The reason to buy this model, though, will be the rear lounge, which eschews the usual U-shape for an L-settee and a sideboard that incorporates a pop-up TV bracket. Triple aspect glazing here adds to the appeal but the sofa suits feet-up lounging best as it's a tad high off the floor.

Finally, the bathroom is on the offside and includes all its facilities in one zone. It's not a big space but it is strikingly appointed with yacht-like wall panelling, a backlit shower tower and large mirrors. A swing-wall feature creates a generous shower compartment with twin drains in the floor.

Don't forget, too, that the K-Yacht comes with part faux leather upholstery and Alde central heating as standard.

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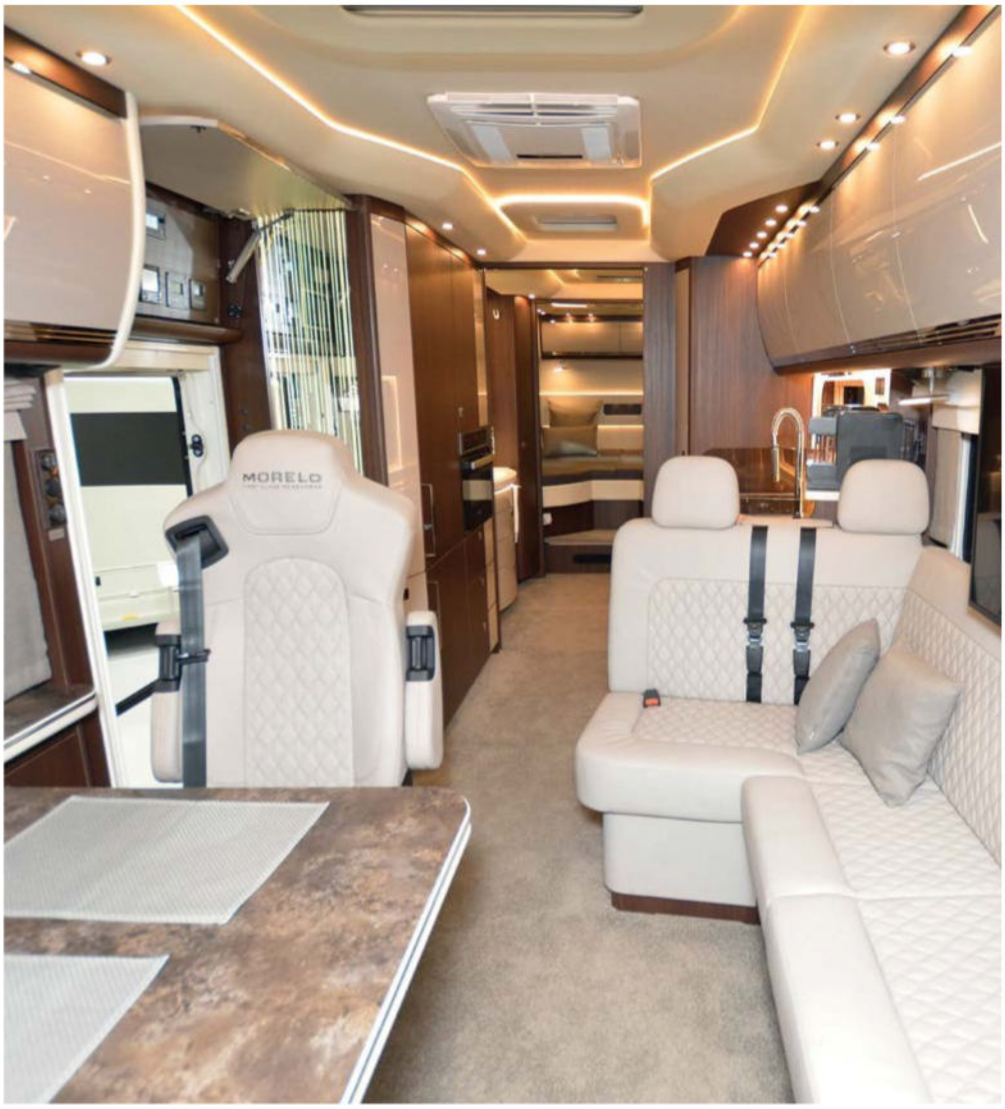
Morelo
Empire Liner 93 LB

Weight, size, price – all in the liner league…



FACT FILE

BASE VEHICLE Mercedes Atego 1230 L

PRICE FROM £389,680

BERTHS 4

TRAVEL SEATS 5

LENGTH 9.65m

WIDTH 2.55m

HEIGHT 3.76m

GROSS WEIGHT 11,990kg

PAYLOAD 3,205kg

ALSO CONSIDER

Concorde Liner 940 LSI

EVEN amongst the German premium makers, it doesn't seem to be certain when an A-class rises to the exalted heights of being called a 'liner'. But one thing is for sure, this Empire Liner is worthy of that name.

Based on a near-12-tonne chassis from Mercedes-Benz, this isn't the top-of-the-tree for a company that, over the last decade, has risen from small beginnings to become the number one maker in its field. In 2023, the range is quite mind-blowing, both in its size and the size of some of its motorhomes (see the November issue for the 26-tonne Grand Empire!). The Empire Liner sits above the Home, Loft, Loft Liner, Palace and Palace Liner in the hierarchy and, when you get to this level, you can choose from the Atego (up to 15 tonnes) or the Actros chassis (18 tonnes). The latter also offers a step up from 'only' a 7.7-litre 299-horespower engine to 10.7 litres and close to 400 gee-gees! Standard equipment includes air suspension and an eight-speed automatic transmission.

With a starting price knocking on the door of £400k, the Empire Liner offers a huge amount of choice. For a start, there are 10 different models, of which this 93 LB – at 9.65m long – is one of the smallest. Overall lengths go up to 11.99m.

Selecting the most suitable model is just the beginning of your Morelo journey. Then there are five pages of options to peruse. The vehicle shown here had close to £80k-worth of extra features, bringing to the total to £468,495.

The most expensive option was the TV package, including a 40in telly that lowers electrically into the lounge, a second (27in) screen in the bedroom and an 85cm Oyster V satellite dish on the roof – price £7,270. Other little trinkets included leather upholstery (£4,025), 19.5in Alcoa alloy wheels (£5,690), automatic levelling via hydraulic jacks (£8,410), a six-metre electric awning (£2,885), roof air-conditioning for the living area (£3,235), plus

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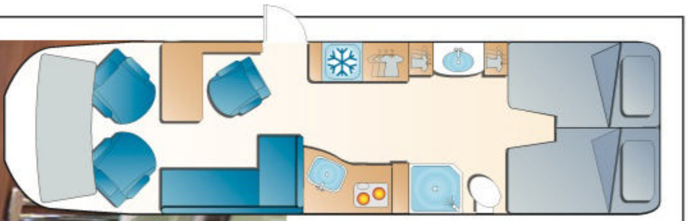

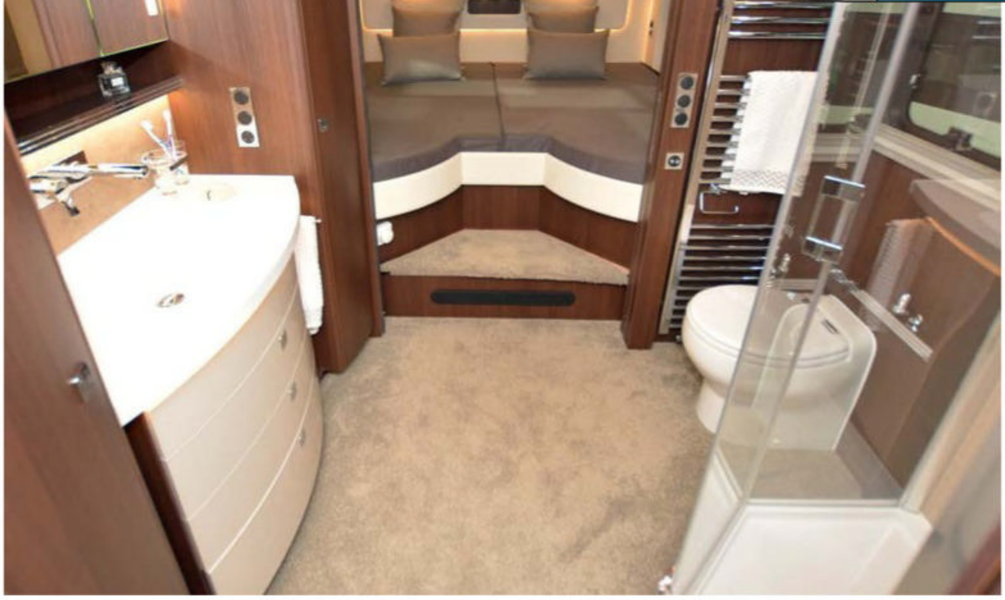

BUY A MORELO FROM…

The sole UK dealer for Morelo is Premium Motorhomes of Bawtry, near Doncaster. Expect to see a handful of Morelo demonstrators there in the company's indoor showroom, alongside its other German franchises, Carthago, Knaus and Weinsberg.

Premium Motorhomes also has an NCC-approved workshop.

WHO IS MORELO?

Under the title 'First Class Reisemobile. Made in Germany' (an odd Anglo-German mix), Morelo competes in the top echelons of the market, where 'liner' is a more apt description than merely A-class.

From modest beginnings just over a decade ago, Morelo has become the market leader in its category, building over 500 vehicles a year. Its range (which includes RHD vehicles, a few even with a UK-handed layout) starts with the Home and goes up through Loft and Palace models to the Empire Liner and Grand Empire.

Its premises at Schlüsselfeld are being expanded to cope with increasing demand and already include a 19-bay workshop and overnight pitches for 51 vehicles of huge liner proportions.

another £3,235 for separate air-con for the rear bedroom (!), an additional 210Ah lithium battery (taking the total to four batteries) costing £3,500 and a Birdview camera system for manoeuvring this bus-sized vehicle (£3,235). We were rather intrigued to know what the Royal Seating Group adds for an extra £6,950…

Of course, with a motorhome like this, everything is on a grand scale, from the diesel (180 litres, or optionally 280) and gas tanks (120 litres) to the water capacities (410 litres fresh, 280 each for grey and black). You won't need to worry about driving with empty reservoirs, either, as the standard payload is over three tonnes. You can tow a further 2,910kg, too.

The body construction includes 52cm-thick walls and roof with aluminium inside and out and RTM hard foam in the centre of the sandwich. Cold-bridge-free technology features, as does a 480mm-deep double floor. The bodywork is entirely wood-free and the double-glazed windows are glass.

The layout of this model includes a bar-style lounge, a design that has all but disappeared from mainstream models – more's the pity. With three swivel captain's chairs and a long settee, it really does offer the best of all worlds for dining and relaxing.

Aft of all that cream leather is a kitchen that includes a Fisher & Paykel dishwasher (a £2,095 option) and a Nespresso coffee machine and milk frother (standard). Built into the mineral worktop, the three-burner Thetford gas hob looks so ordinary, but the double sink comes with a hose-style tap. Opposite is a Siemens 200-litre domestic fridge/freezer (£1,745) and a Blaupunkt oven/microwave combo.

Perhaps, it's the vast 1.61m by 2.18m bathroom area with Tecma marine loo and huge shower featuring glass doors that's the star feature, though. Or is it the conjoined twin beds at the rear that fill an area measuring 2.06m by 2.09m?

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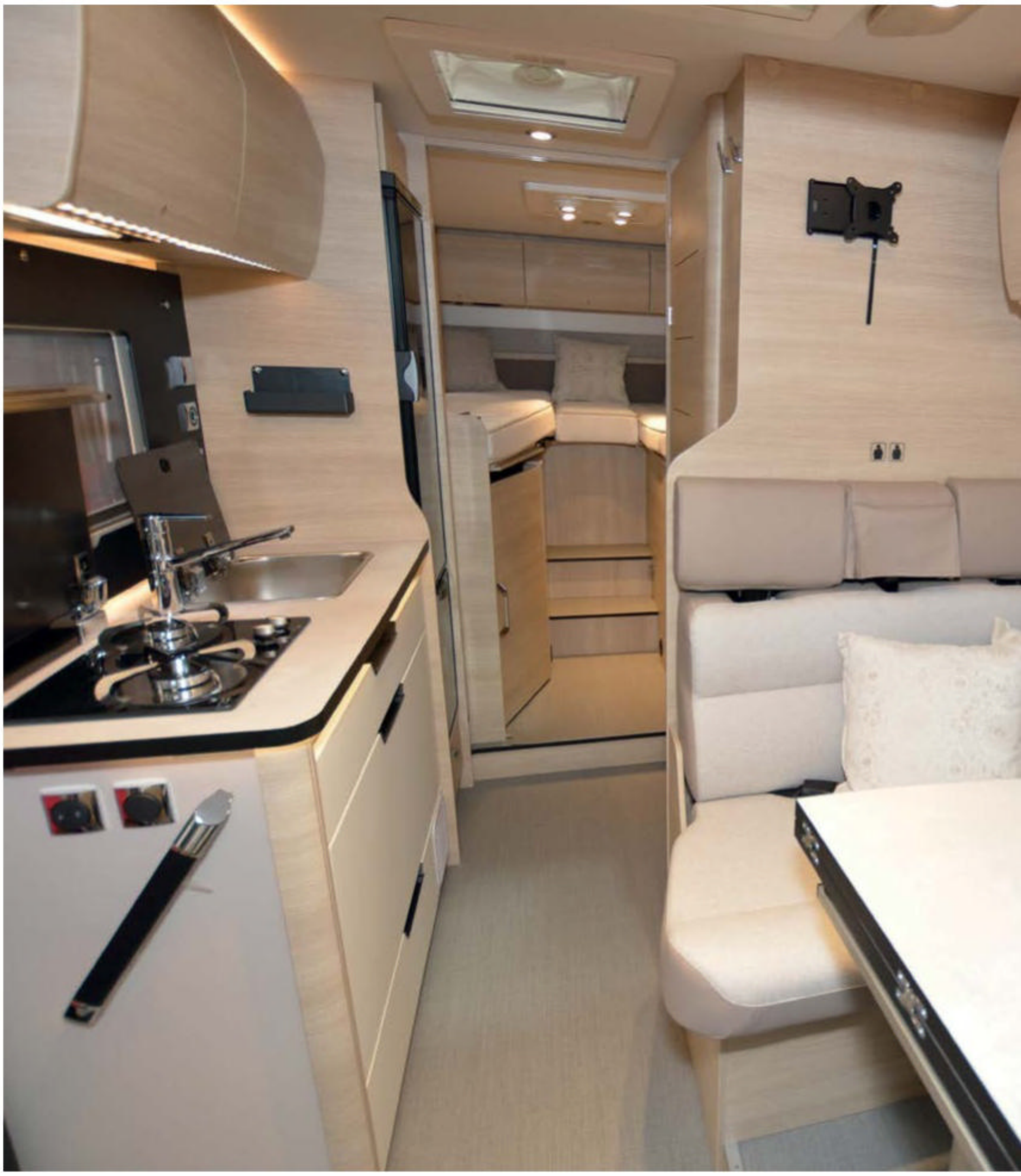
Rapido C55i

The compact range now includes A-class models

WHO IS RAPIDO?

Founded as a maker of folding caravans in 1961, Rapido’s first motorhome was launched in 1983. Since then, the company has expanded to become a wider group of leisure vehicle makers, including Fleurette (from 2005), Itineo (2006), Campérêve (2009), Westfalia (2010), Dreamer (2014), Giottiline (2016), and WildAx and Stylevan in 2017. However, despite such huge expansion, this remains a family business, with the third generation of the Rousseau clan, Nicolas, joining his father in the business in 2014.

The home of Rapido remains Mayenne in northern France, where Itineo, Dreamer and Rapido models are built.



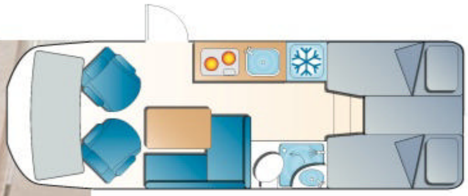
A-CLASS motorhomes don’t have to be huge. Dethleffs has long offered its Globebus in integrated form and Hymer’s Exsis is another long-standing contender. Then Rapido Group entered the fray last season with a trio of Itineos, which could count on keen pricing as well as diminutive dimensions. Clearly, they were a success, because now the parent company has added a pair of A-classes to its slimline C Series range. You can choose from this C55i with single beds or the C86i with an island double, each with an overall width of just 2.17m. Unlike the Itineo models, which are built on Peugeot’s Boxer, the Rapidos sit on a Fiat Ducato wide-track chassis.

This C55i is a good looker, with premium features such as framed habitation windows, a modern matt black grille and twin-lens, bus-style mirrors. The Novatech construction features 100% polyester roof, walls and underfloor with Styrofoam insulation, as well as aluminium skirts. It is obviously narrower than the 8F and 80dF ranges and also fairly compact in length, at well under 7m.

Being smaller also means this ’van can more realistically be a 3,500kg motorhome, while the garage, too, becomes more useful. Full-sized loading doors (100cm by 75cm) are fitted on each side.

Inside, it’s a conventional layout. The lounge incorporates the swivel cab seats (Fiat chairs with integral seatbelts), in addition to the nearside L-settee. The folding tabletop ensures that this doesn’t dominate but you’ll note that there are three different floor heights up front.

To the rear of the (offside) habitation door, the galley is quite compact but it has a contemporary feel. The two-burner gas-on-glass hob has a cover and there’s a worktop extension. The soft-closing drawers have electric central locking and



FACT FILE

BASE VEHICLE Fiat Ducato

PRICE FROM £83,000

BERTHS 4

TRAVEL SEATS 4

LENGTH 6.72m

WIDTH 2.17m

HEIGHT 2.75m

GROSS WEIGHT 3,500kg (3,650kg option)

PAYLOAD 576kg

ALSO CONSIDER

Dethleffs Globebus I 6

Itineo CJ660

BUY A RAPIDO FROM…

In Scotland, the dealer is Dicksons of Perth.

In England, there are five outlets representing the brand – Spinney (Knutsford) and Brownhills (Newark) look after the Midlands and north, while Simpsons is in East Anglia, Highbridge covers the southwest and the company's original British dealer, Wokingham Motorhomes, is in Berkshire.

In Ireland, Rapido has dealers north and south of the border – Thompson Leisure in County Down and Cara Motorhomes in County Limerick.

there's a cooker hood with LED downlights. Under-counter lights are fitted, too, while the tall fridge (at the rear of the galley) is a compressor model (a practical feature that's starting to appear in more coachbuilts); it has a 140-litre capacity. And for the UK market, a combined oven and grill is fitted as standard.

That's not the only tweak that British buyers will appreciate. Right-hand drive versions also get a leather steering wheel, front fog lamps, Traction Plus and Hill Descent Control, removable carpets, diesel and mains electric Truma Combi 6kW heating, a heated waste tank, rear corner steadies and an outside shower.

For ablutions inside the motorhome, there's a Duo'Space washroom with a swing-wall to convert the area into a shower with teak-style duckboard, showerhead on a riser bar and a shelf for your shampoo. As a toilet area, there's a white basin on a plinth and the usual cassette loo.

At the rear, two steps lead up to the twin beds over the garage. The offside bed narrows a little at the foot, while mattress lengths are 1.85m and 1.99m (manufacturer's figures). Wardrobes are fitted beneath each bed and it's possible to do the usual conversion to a transverse double, if you prefer. However, as singles, there's the oft-seen problem of overhead cupboards stopping you sitting up. Of course, there's also a drop-down double bed in the cab, which will be reduced in size by the vehicle's narrower width.

As with other Rapido motorhomes, you can choose from the new Luceo furniture (shown) or the more traditional Nacarat.

Standard spec includes a reversing camera, Pioneer multimedia unit and two leisure batteries. Then there are options packs to consider – Connect Pack, Symphony Audio Pack and Energy or Energy Plus Packs.

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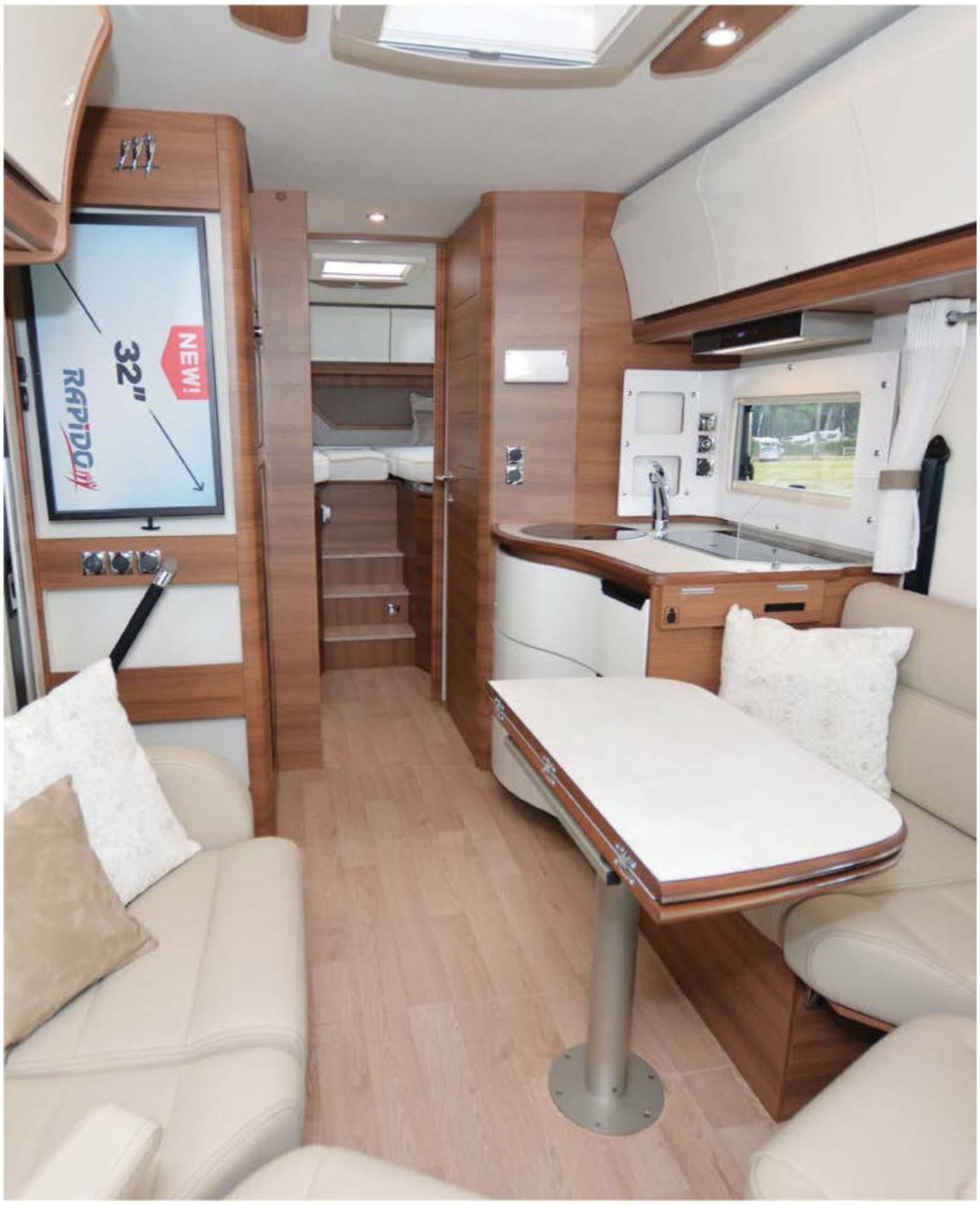
Rapido M66

Just two models make up Rapido's M Series



FACT FILE

BASE VEHICLE Mercedes Sprinter
PRICE FROM £107,000
BERTHS 4
TRAVEL SEATS 4
LENGTH 7.54m
WIDTH 2.35m
HEIGHT 2.95m
GROSS WEIGHT 3,500kg (4,500kg option)
PAYLOAD 325kg

ALSO CONSIDER

Carthago C-tourer I 148 LE Comfort
Hymer B-MC I 680

IF you want a Merc-based luxury motorhome, there's an increasing choice, but Rapido's M Series is one of the more affordable options and one that is (just about) possible as a 3,500kg vehicle. Two models are offered, the island bed M96 and this M66, each measuring 7.54m. Both are front-wheel drive with an Al-Ko chassis and 150bhp as standard (170bhp optional), but the M66 has the advantage of Alde heating.

This is a motorhome with a storage double floor and a large rear garage (limited to 300kg), so, with all that space, the 4,500kg option will make more sense for most buyers. Go for the heavier chassis and you also get a 93-litre fuel tank instead of 65 litres.

There are external hatches on either side into the basement storage, plus the Novabox which gives convenient access to the habitation electrics, and another door for servicing the Alde system. The garage is where the big stuff will go, however – it has 1.20m headroom for your bikes. Externally, it's also worth noting the twin-lens, bus-style mirrors and triple windscreen wipers.

Inside, there's a choice of Duna or Nacarat furniture, the former being exclusive to the M Series. The layout is on-trend with side-facing sofas up front and the angular top lockers give these models a distinctive style. Pleasingly, there's a flat floor throughout the living area, although you will note the tiny step down into the cab (in line with the front of the cab seats).

The Aguti captain's chairs swivel to become part of a lounge that's not huge but is very comfortable. It's light and airy, too, with generous glazing around the cab and a large rooflight above. Rapido pioneered the use of fold-in-half tables, so it's no surprise that the one here is not intrusive – instead, the bonus feature is a heated table leg, to better distribute heat! A simpler practicality is the shoe locker

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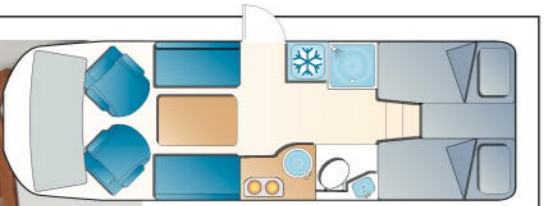

BUY A RAPIDO FROM...

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The home of Rapido remains Mayenne in northern France, where Itineo, Dreamer and Rapido models are built.

under the side seat as you come in, while ball-shaped speakers also feature in the lounge.

The central galley impresses with its curvy design and the XXL drawers. There's some worktop in front of the hob, while this can be increased with a slot-in panel overhanging the settee. A modern cooker hood incorporates a digital clock and there's a chopping board, too.

Opposite, the two-door fridge/freezer has a massive 177-litre capacity, doors that open from either side and automatic energy selection, but, if you order the oven, it's a rather small one up above the freezer – not ideal.

To the rear is the bedroom with its en suite facilities. Angled walls to the toilet and shower at the foot of each bed mean that bed lengths are greater close to the aisle and shorter near the wall. At their maximum, each bed is over 2m long.

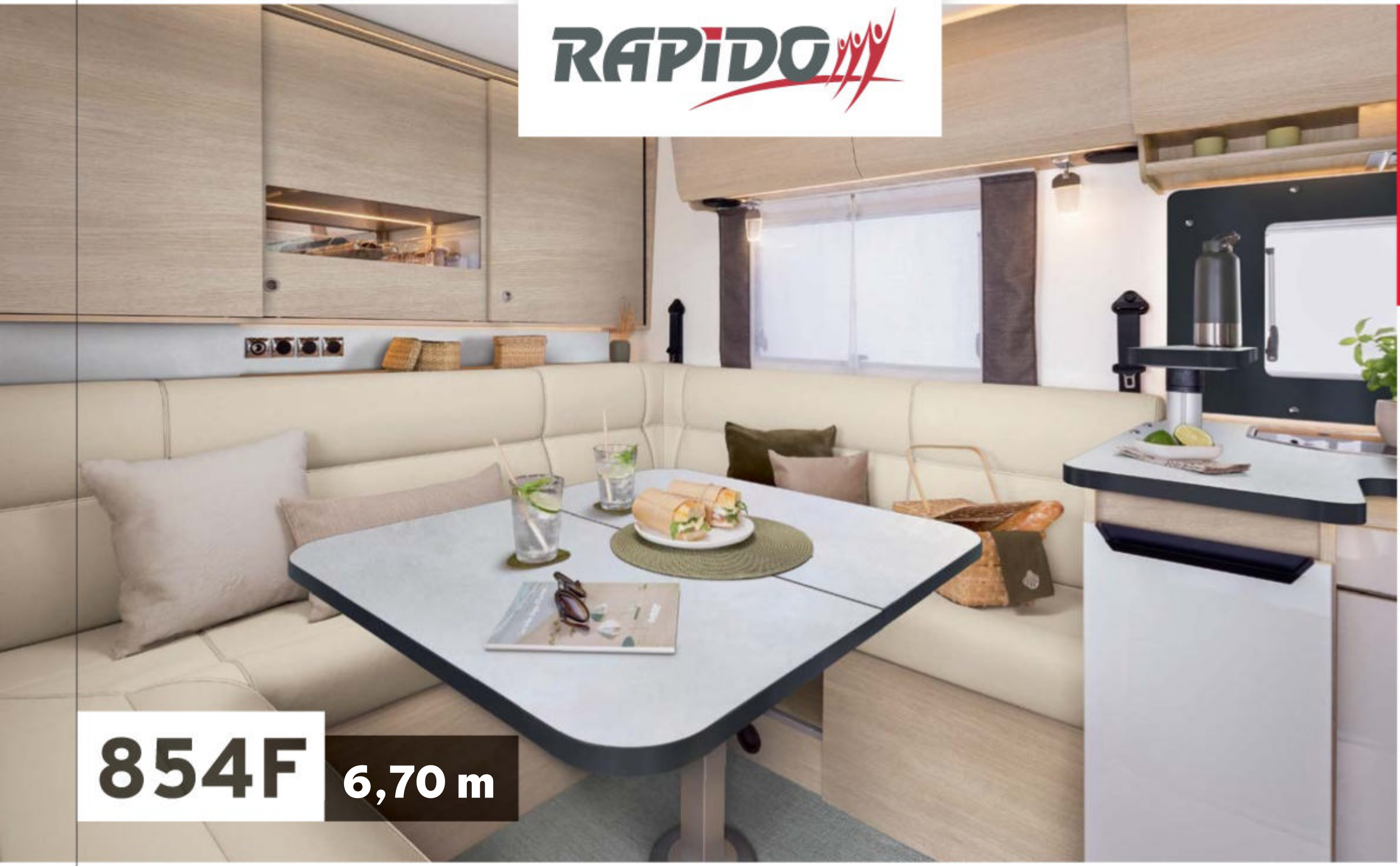
It's a good-looking bedroom with separate heating controls, ventilation around the mattresses and more ball-shaped speakers. Three steps provide easy access to the beds but, once there, you can't sit up because of the overhead lockers. Pity, as that padded headboard is appealing.

Sliding doors separate the beds from the en suite, which includes a shower with novel variable lighting; green, yellow, red, blue – it's up to you. There's also a drying rail, central shower drain, a basket for gels and shampoo, headroom of 1.93m and a roof vent. Over on the nearside, the toilet room has a stylish rectangular basin and plenty of storage (complete with elasticated straps to keep everything in its place – a brilliant idea).

Then there's the drop-down double bed in the cab (1.86m by 1.40m), with its own roof vent, magazine pocket and privacy curtains. Or you can order your M66 without the front bed. However you spec it, this is a motorhome that is certainly not short of style.

RAPIDO

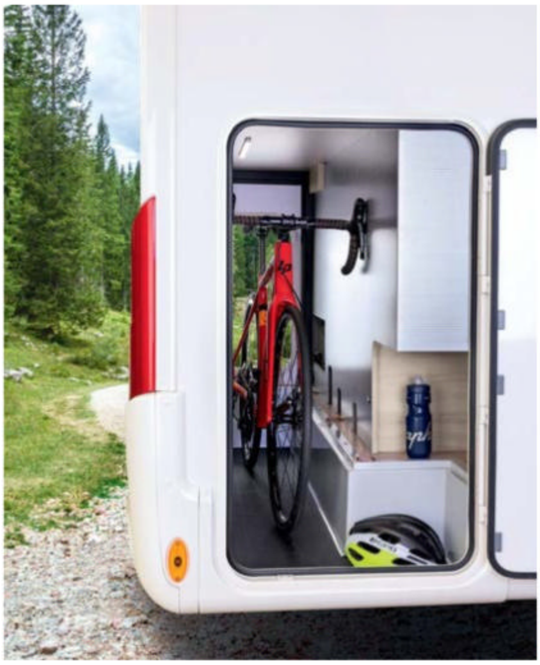
COLLECTION **2023**



854F **6,70 m**

SPACIOUS ENTERTAINING

The 854F features a large U-shape rear lounge. Its design focuses on storage, with a large storage hold and **XXL wardrobe**. This model offers a **redesigned kitchen** and **DUO'SPACE bathroom** for optimised spaces!



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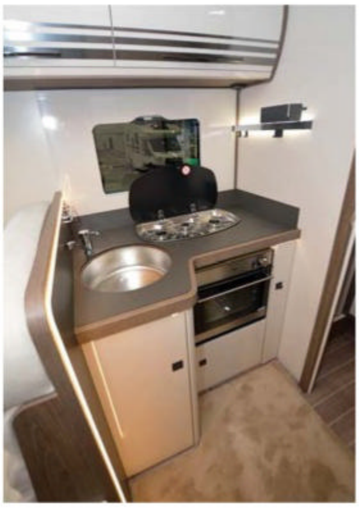
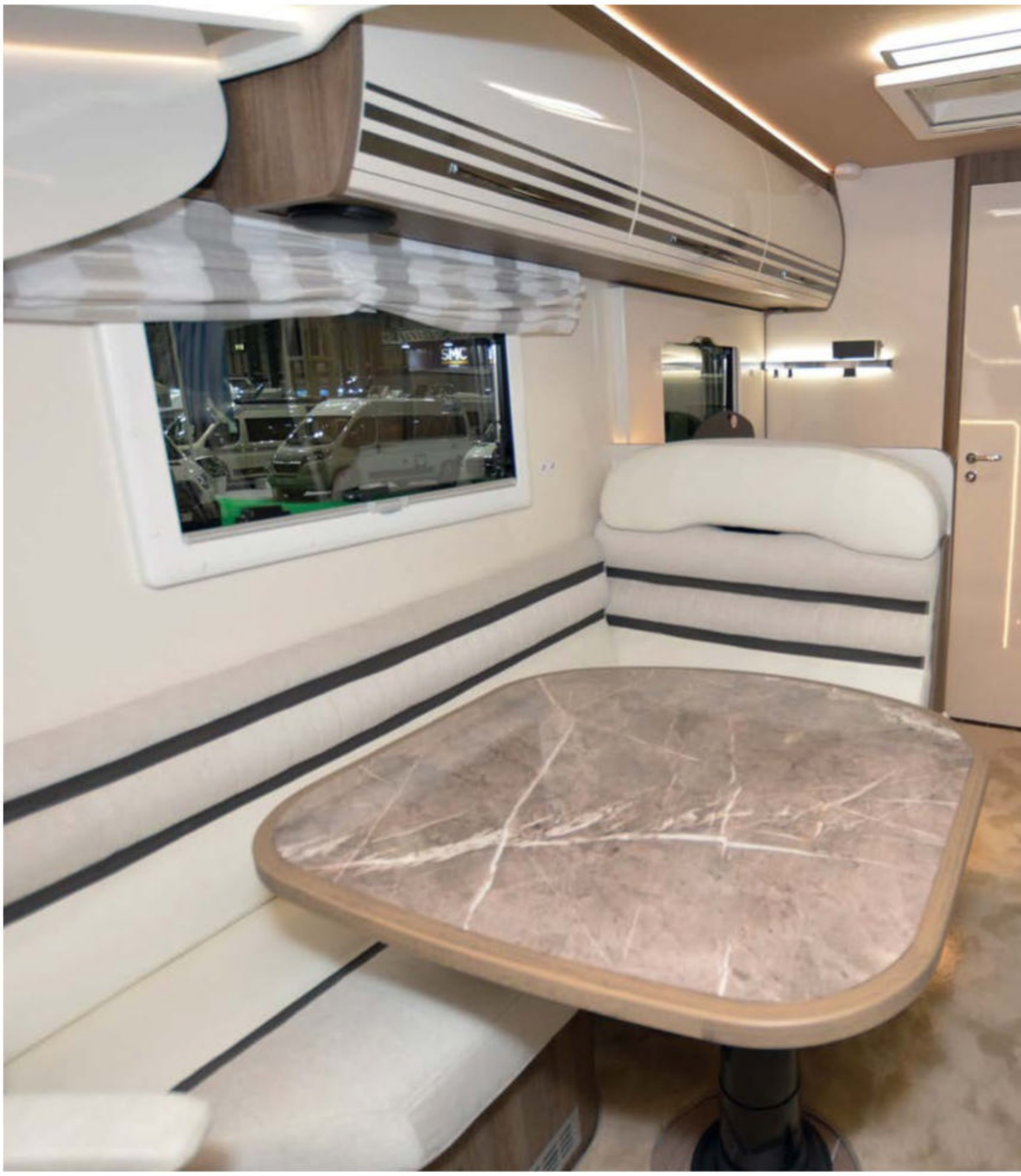
www.rapido-motorhome.co.uk

Roller Team Pegaso 59

Truly compact A-classes like this are, sadly, few and far between





WHO IS ROLLER TEAM?

Roller Team is the sister brand to CI, once a popular marque here but no longer sold in the UK. One of the best-selling of all imported brands, this Trigano Group marque from Italy is best-known for its keenly priced coachbuilts but added A-class Pegaso models to its offering in 2016 and Toleno campervans (built by sister company and importer of the coachbuilts, Auto-Trail) in 2019. Its motorhome range includes Ford and Fiat chassis and Zefiro, Auto-Roller and T-Line models. The new Auto-Roller 707 won the 2023 Best Family Motorhome award.

ARGUABLY, this type of A-class – taking full advantage of the wide cab to make the drop-down bed the main sleeping quarters – is when the type makes the most sense. You can have a compact vehicle with a supersized lounge – what's not to like?

Well, the lack of choice might be the big downside because, whilst you might find layouts like this on the used market, the options are few and far between for buyers of new motorhomes. Fortunately, though, Roller Team introduced its baby Pegaso in 2019 and, perhaps because of the relationship between the Italian factory and its importer, Auto-Trail, the 590 still exists in the British 2023 line-up. It even has a UK-handed layout with a driver's door that's actually by the driver and a habitation door on our nearside.

This Italian 'van is not only one of the smallest A-classes available but also one of the most affordable, albeit not as affordable as it was. Four years ago, the £59,995 launch price looked super-appealing but, even today, at £79,845, there are few A-classes that undercut it. The standard spec is good, too, including 6kW gas/electric heating, a bike rack, 16in alloy wheels, twin-lens bus-style mirrors, cruise control, Zenec radio with sat-nav, reversing camera and solar panel.

The high-backed captain's chairs come with integral seatbelts and tilt-adjustable squabs, while the wipers are correctly set up for right-hand drive. Fiat's 140bhp engine is fitted, with the automatic gearbox as an option (at £3,840).

It's not the prettiest A-class but its construction benefits from Roller Team's Evo Technology, with Styrofoam insulation, glass-fibre upper and lower coverings on the floor, and a 10-year body integrity warranty. The Italian firm also uses spacers between the chassis rails and floor to reduce creaking.

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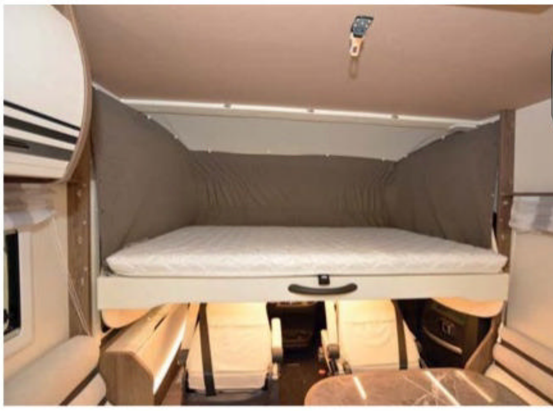
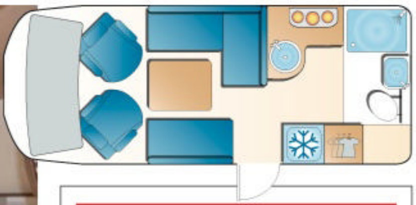




FACT FILE

BASE VEHICLE Fiat Ducato

PRICE FROM £79,845

BERTHS 4

TRAVEL SEATS 4

LENGTH 5.99m

WIDTH 2.35m

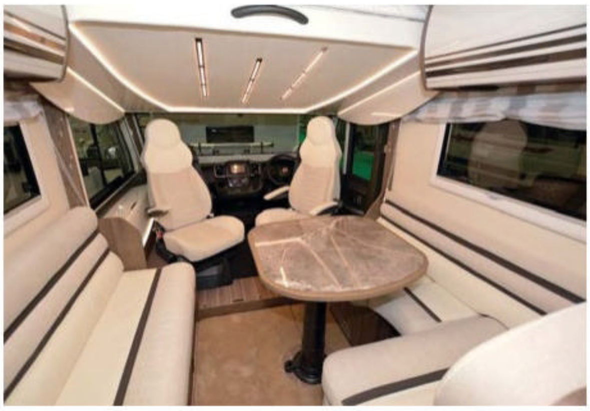
HEIGHT 2.95m

GROSS WEIGHT 3,500kg (3,650kg option)

PAYLOAD 662kg

ALSO CONSIDER

Mobilvetta K-Yacht 59



BUY A ROLLER TEAM FROM…

Roller Team has 22 UK stockists, including two in Northern Ireland (Abbey Caravans & Leisure and Glamper UK), and one in Scotland (Dicksons of Perth). In Wales it is represented by Spinney and Threeways Motorhomes in the north and Continental Leisure Vehicles in the south.

Dealers
22
nationwide

In England, there are dealers stretching from Alan Kerr in the southwest to JC Leisure in the southeast and Tyneside Leisure World in the northeast. Roller Team's website even shows which models are in stock at each dealer.

On site, those captain's chairs swivel easily to take their place in a lounge that belies the size of the motorhome. There's a true L-shape to the offside sofa, where the inward-facing section is as comfortable as the two-seater settee opposite; seven folk could gather here in comfort. The latest upholstery is a big improvement on the original and the striped and curved top locker doors look more premium than the original flat, plain grey design.

Backing onto the seating area, the galley is also designed to suit UK needs, with its standard Thetford Duplex combined oven and grill mounted below the counter. There's also now a three-burners-in-line hob that frees up a bit of extra worktop for meal preparation. The tall fridge (opposite) boasts a 141-litre capacity and a useful bottle drawer in its base. And there's a pull-out pantry unit for even more storage.

Across the rear, the large washroom has plenty of storage, a roof vent and an opening window but, because it is mounted on a plinth, the height of the cassette toilet will be uncomfortable for some. Leg and shoulder room 'on the throne' are generous, though, and, despite a step up into the shower tray, there's still 1.94m headroom in the separate cubicle, with a bifold door.

At night all you have to do is tip the cab seats forward and pull the double bed down manually from the ceiling. Both settees, and the table, remain fully accessible, but the cab bed could do with its own roof vent and, of course, you'll have to clamber over your partner to get out if you're the one closest to the windscreen.

There's lots to like in this little A-class – and a payload that puts larger models to shame. Plus, Roller Team build quality seems to have come a long way from the brand's budget roots. Few 6m motorhomes feel as spacious as this!

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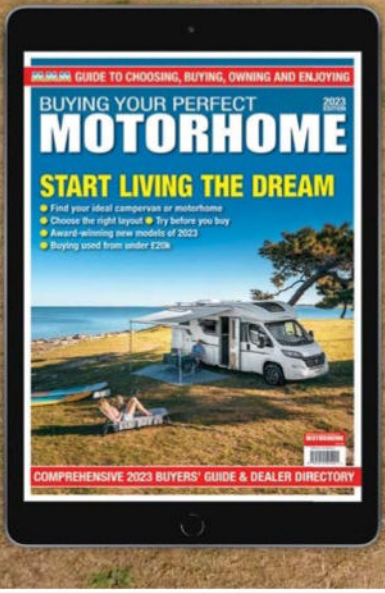
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A-class above, price below

Want an A-class motorhome but put off by their hefty price tags? Don't worry, there are some great pre-owned models out there. Here are a dozen we found…

Words Peter Rosenthal

2007 BÜRSTNER ELEGANCE I 685

£39,995

You won't see many premium brand A-class motorhomes at under £40,000 on the major dealers' forecourts these days, but we found one. This 2007 Bürstner Elegance has only covered 60,980 miles (less than 4,000 miles a year) and is powered by the bombproof 157bhp 3-litre Fiat/Iveco engine. Its cream-over-grey bodywork still looks fresh, too.

The layout features a half-dinette lounge with a side settee and swivel cab seats beneath the usual A-class drop-down double bed. To the rear is a fixed double bed mounted longitudinally alongside the washroom, which features a separate shower cubicle behind the cassette loo.

An L-shaped kitchen, complete with a separate stainless-steel draining board and a three-burner gas hob, should please the chef, while the large fridge and separate freezer compartment should keep all your supplies chilled.

It has some useful options, too, including a towbar, bike rack, awning and a reversing camera.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 6.96m
BASE VEHICLE Fiat Ducato
ENGINE 3-litre turbo-diesel (157bhp)
DEALER Camper UK, Lincoln
camperuk.co.uk

2011 RAPIDO 983F

While this relatively compact (6.99m) Rapido may only offer two berths, it has a tempting specification. A key feature is that it's powered by the 3-litre 157bhp engine, mated to Fiat's Comfort-Matic gearbox. This is a robotised manual gearbox and operates slightly differently to a regular automatic (we recommend a test drive as they're an acquired taste).

The twin side settees make for a very practical lounge for two. The side kitchen offers a three-burner hob plus a combined oven and grill, together with a spacious fridge.

To the rear is a fixed transverse double bed but, unusually, there's no drop-down bed. This results in masses of extra headroom in the cab and lounge. A separate shower room and toilet cubicle complete the habitation kit.

It comes laden with expensive optional goodies, too, including cab air-con, cruise control, sat-nav, a reversing camera, alloy wheels and a roll-out awning.

£49,999

BERTHS 2 **TRAVEL SEATS** 4 **LENGTH** 6.99m
BASE VEHICLE Fiat Ducato
ENGINE 3-litre turbo-diesel (157bhp)
DEALER Fuller Leisure, Nottingham
fullerleisure.com

2016 DETHLEFFS GLOBEBUS I1

£54,999

At under £55,000 for a 2016 German A-class with a mere 8,197 miles on the clock, this Dethleffs looks like great value for money. It's pleasingly compact at just 6m in length, it's right-hand drive and based on a Fiat Ducato with the 130bhp engine. It's a good looker, too, thanks to the optional silver paintwork and black detailing on the cab.

The layout features a transverse rear double over a modest garage, with the lounge consisting of a half-dinette with two forward-facing travel seats in addition to the swivel cab seats. A drop-down bed over the cab offers two additional berths.

The Globebus' compact size means that the kitchen is basic, with just a three-burner hob above the under-counter fridge, while the washroom is an all-in-one room.

There's a good tally of options, including alloy wheels, cab air-con, a satellite TV system, reversing camera, awning and even a custom rear scooter rack.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 6.00m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (130bhp)
DEALER Motorhome Depot, Nottingham
motorhomedepot.com

»

2013 HYMER B544

£56,999

Featuring a traditional end kitchen layout, together with a drop-down bed over the cab, this is the classic Hymer B-Class layout that the Bad Waldsee brand used to do so well. Cream soft trim and white-flecked worktops are offset by the cherry-coloured cabinets to give a homely feel, while the long nearside settee and opposing L-shaped sofa offer lots of comfortable space to relax in. There are two travel seats in the lounge, with a third berth formed from the straight settee. Large side windows and a generous rooflight make the lounge feel really airy.

The kitchen offers a three-burner gas hob and a high-level oven/grill built into the fridge/freezer tower, while the washroom sits in the nearside rear corner alongside a roomy wardrobe. The shower cubicle folds out over the bench cassette loo and there's decent sized storage in the washroom, too.

Having covered just 25,000 miles, this 10-year-old Hymer comes complete with alloy wheels, a bike rack, awning, cruise control and cab air-con.

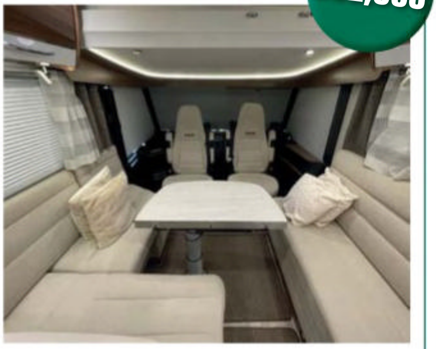
BERTHS 3 **TRAVEL SEATS** 4 **LENGTH** 6.49m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (130bhp)
DEALER Fuller Leisure, Nottingham
fullerleisure.com

2016 PILOTE G600L SENSATION

There are not many A-class models as compact as 5.99m and this 27,784-mile Pilote G600L proves that good things do indeed come in small packages. Fitted with the 2.3-litre Multijet turbo-diesel and a six-speed manual gearbox, together with cruise control and air-con, this G600L features a stunningly spacious lounge, complete with two forward-facing three-point belted seats and a long side settee. Cream fabric covers the seating and this is offset by walnut cabinets with white detailing that give a contemporary feel.

It's an ideal lounge for entertaining and the L-shaped kitchen features a cooker with a two-burner gas hob and an electric hotplate as well as a grill and oven. There's ample worktop around the circular sink and the washroom is spacious with a separate shower. The berths are catered for by the drop-down bed and by rearranging the lounge cushions to make an occasional bed. If there's a compromise due to the length, it's in the external storage, which is of modest capacity.

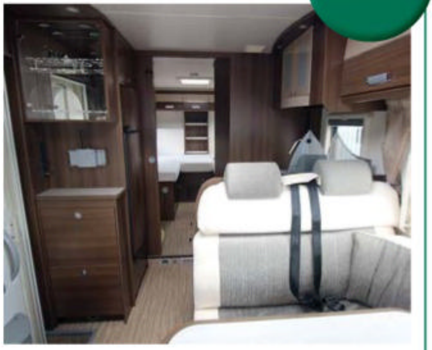
£62,995



BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 5.99m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (130bhp)
DEALER SMC Motorhomes, Newark
smcmotorhomes.co.uk

2014 DETHLEFFS ESPRIT I 7150 EB

£64,995



Dethleffs is a brand with a strong reputation for build quality but that's hardly been tested by this 2014 model, which has barely been used, with just 12,600 miles on the clock. The pale blue and black exterior detailing make it stand out, while it comes with the desirable 3-litre 157bhp Ducato engine (many a road tester's favourite) mated up to a six-speed manual gearbox.

It also features an L-shaped lounge (with two three-point belted travel seats) and a separate rear bedroom featuring the popular twin bed layout – unusually, the beds here are low for super-easy access (and you can sit up in bed!). Separate shower and loo rooms add to the luxury feel.

Cream soft trim contrasts well with the darker walnut cabinets for an upmarket impression that still looks contemporary. An L-shaped central kitchen boasts a Thetford Duplex oven/grill, plus a three-burner hob and a large Dometic tower fridge/freezer. It has some appealing options fitted, too, including cab air-con, alloy wheels, cruise control and an awning, but there's no bike-swallowing garage.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 7.55m
BASE VEHICLE Fiat Ducato
ENGINE 3-litre turbo-diesel (157bhp)
DEALER Camper UK, Lincoln
camperuk.co.uk

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2015 HYMER B544

Having covered a mere 26,000 miles in eight years, this Hymer is very low mileage for its age and it also features the semi-automatic gearbox, which will make it easy to pilot. At just 6.55m long, it's pretty compact for an A-class, making it ideal for British roads.

Like its older sister featured here, it features the classic end washroom layout with a drop-down bed over the cab and a large lounge with two long settees (trimmed in a rather business-like grey), with the design having gently evolved. The washroom features a bench-style cassette loo and a swing-wall shower door to protect it from splashes.

The chef will appreciate the Thetford cooker, complete with separate oven and grill and a hob featuring three gas burners plus an electric hotplate for maximum flexibility (a big plus over the earlier B544).

Useful extras fitted to this vehicle include two 150W solar panels linked to twin leisure batteries for extended off-grid camping, as well as an Oyster satellite dish.

BERTHS 3/4 **TRAVEL SEATS** 4 **LENGTH** 6.55m
BASE VEHICLE Fiat Ducato
ENGINE 3-litre turbo-diesel (157bhp)
DEALER Camper UK, Lincoln
camperuk.co.uk

2018 HYMER EXSIS-I 588

EDITOR'S CHOICE
£74,995

Parked next to another similar-looking Hymer – but £100,000 less expensive – this Exsis-i 588 looks great value, despite having a £74,995 price tag. The five-year-old 'van is a practical size, too, being relatively compact at 6.99m long and slimmer than the norm at 2.22m. It's only covered 22,135 miles and is based on a Fiat Ducato with cab air-con, cruise control and the 130bhp engine.

Trimmed in the fashionable pale walnut and cream colour scheme, it features large longitudinal twin beds over the generous rear garage (or alternatively convert them into a king-sized double). The central washroom is neatly designed with some handy cupboards and features a duckboard for the shower with a dedicated showerhead.

Keen cooks will love the full cooker – rarely found in German vehicles – complete with three gas burners, an electric hotplate and a separate grill and oven. There's a tall fridge/freezer, too.

The L-shaped lounge offers two rear travel seats, with a drop-down bed in the cab offering two more berths.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 6.99m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (130bhp)
DEALER Lowdhams, Nottingham
lowdhams.com

2016 LAIKA KREOS 7009

Named after the first dog in space, Laika has always forged its own path and this Kreos 7009 is typical of the company's creativity, looking bang up to date despite being nine years old. With just 32,300 miles under its (alloy) wheels and an automatic gearbox mated up to the 148bhp engine, it's a tempting package.

Cream leather dominates the L-shaped lounge, while cherry wood cabinetry adds a premium look to the interior. The L-shaped kitchen has a cream resin worktop with an inset sink and there's a full stainless-steel cooker (with four-burner hob, oven and grill) to keep the cook entertained. The main sleeping berths are to the rear and comprise a twin bed layout with two steps for access. There's the usual drop-down double bed over the cab, too.

Separate toilet and shower compartments add to the appeal here, while a spacious garage and tasty options, such as a multimedia unit, awning and cab air-con, make this stylish Italian motorhome very desirable.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 7.49m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (148bhp)
DEALER Camper UK, Lincoln
camperuk.co.uk

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2019 MALIBU I 460 L

£84,995

With just a single owner and a mere 7,869 miles on the clock, this four-year-old motorhome looks to be in as new condition. It's based on a Fiat Ducato with the upgraded 150bhp 2.3-litre turbo-diesel engine.

Plated at 4,400kg, this 7.25m luxury A-class features an impressive 1,430kg payload that will allow full use of the large garage that sits beneath the twin rear beds. Finished in cream and light walnut colours, the tasteful interior looks very premium and the L-shaped lounge and side seat offer ample seating around the fixed dining table.

Kitchen facilities include a three-burner gas hob inset into a grey worktop, together with a spacious fridge with a high-level oven mounted above it (not great for shorter folk). The washroom features a separate shower cubicle and ample storage space.

Pleasingly, this Malibu (built by Carthago) comes with some useful options, including cab air-con, an awning, a reversing camera and sat-nav.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 7.25m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (150bhp)
DEALER Lowdhams, Nottingham
lowdhams.com

2016 FRANKIA I680 ED-G

With some new Frankias now topping the £200k mark, this six-year-old model with a mere 16,321 miles on the clock seems like a bargain. Based on the Fiat Ducato with the 2.3-litre 130bhp motor and six-speed manual gearbox, it's worth noting that this is a left-hand drive model, making it perfect for European adventures.

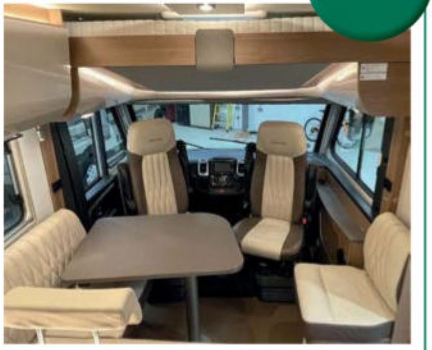
Burgundy leather trim adds contrasting colour to the cream and walnut cabinets, with the L-shaped lounge/dining area featuring two forward-facing travel seats with three-point belts. A drop-down bed in the cab offers the main sleeping quarters, with an unusual third berth being a wide rear single across the back of the motorhome. With some cushion rearranging a fourth berth could be made for a child in the lounge, but it's more of a 3+1, than an official four-berth.

The L-shaped kitchen offers a four-burner hob (three gas, one electric) and a separate grill and oven, while the washroom features the convenience of separate rooms for the loo and the shower. The rear garage has Frankia's trademark tailgate and there are super-practical built-in services, too.

£62,995

BERTHS 3 **TRAVEL SEATS** 4 **LENGTH** 7.08m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (130bhp)
DEALER SMC Motorhomes, Newark
smcmotorhomes.co.uk

2020 BÜRSTNER IXEO I 728 G



£94,995

Fitted with the super-desirable option of Fiat's fully automatic gearbox mated to the 160bhp version of Fiat's 2.3-litre Multijet engine, this three-year-old Bürstner really looks the part, thanks to its Champagne paintwork and polished alloys. With just 11,272 miles on the clock, it's barely run in.

You'll be living the Champagne lifestyle inside, too, thanks to the spacious and light L-shaped lounge with cream soft trim matching the cream cabinets.

The L-shaped kitchen boasts a three-burner hob and an extractor fan, as well as an oven and grill.

Occupants should be toasty in the colder months thanks to the double floor and powerful Truma 6EH heating system.

The luxury continues in the rear, with a twin rear bed layout and the convenience of a separate shower cubicle and toilet room. With a drop-down bed over the cab and a large dining and lounge area, this vehicle offers luxury living for all the family.

BERTHS 4 **TRAVEL SEATS** 4 **LENGTH** 7.55m
BASE VEHICLE Fiat Ducato
ENGINE 2.3-litre turbo-diesel (160bhp)
DEALER SMC Motorhomes, Newark
smcmotorhomes.co.uk

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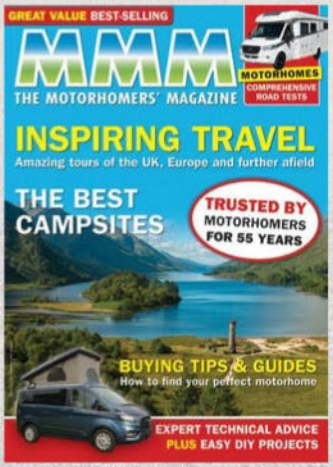
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Wait – first check the weight!

Know your MTPLM from your MRO before you sign on the dotted line for a new – or used – motorhome

Increasingly, the authorities in the UK and on the Continent are aware of overloaded motorhomes being driven on the road. Get caught and you could face a hefty fine and onward travel might be refused until you're within legal limits. Being overweight could also invalidate your insurance and, if you're exceeding the rating of your tyres or the weight limits on your licence, the legal implications can be very serious indeed. And that's before we consider the extra wear on the vehicle and the negative effects on its handling. It's essential, therefore, to carefully consider weight issues when choosing your 'van and when loading it for touring.

All motorhomes have a quoted maximum weight – the most the vehicle can weigh and still be legal on the road, including all your holiday kit and passengers on board. Just to confuse us, there's more than one term for this: GVW (gross vehicle weight), MAW (maximum authorised weight), maximum authorised mass (MAM), and maximum total permitted laden mass (MTPLM). Many motorhomes have a maximum weight of 3,500kg to suit standard driving licences, but there are other reasons to keep below this figure, too, as we'll explain.

The next statistic you need to know about is the MRO (mass in running order) or unladen weight, which is the weight of the motorhome before it has been loaded with all your holiday gear. Deduct the MRO from the maximum weight and you have the payload, which is a critical figure as this is what you can carry in the vehicle.

A motorhome with a maximum weight of 3,500kg and an MRO of 3,000kg would have a payload of 500kg. However, roll-out awnings, bike racks, satellite TVs, even engine and transmission upgrades, will eat into the payload figure. It's important to remember this when spec'ing a new 'van as every option you tick (or accessory that you ask the dealer to add) will reduce the payload that you can carry.

An automatic gearbox on the latest Fiat Ducato reduces your payload by around 18kg compared with the manual version and, on some models with extensive options lists, it's easy to add 100kg or more to the weight of your 'van, thus reducing the payload accordingly.

It's important, too, to be sure how the payload has been calculated, as not all manufacturers work on the same basis. The norm is to include a 90% full fuel tank, one full gas cylinder and the mains cable, as well as the driver (at 75kg – he/she might weigh more!), but this isn't the same for every maker, so check carefully the basis of the payload quoted. Crucially, many payloads are now calculated with no water on board (or, for continental brands, a minimal amount – say, 20 litres). No water means you can't make a cuppa en route, take a shower, or even flush the loo, while a full 100-litre water tank weighs an extra 100kg.

Take your 'van to a weighbridge before you go on holiday

Then there's all your camping kit to consider – things like outdoor tables and chairs, barbecue, levelling wedges, windbreaks, water hose, tools, cameras, laptops, plates and cutlery, pots and pans, bedding, clothes, food and drink. Plus, of course, the people – only the driver is included in any payload figures.

Check also whether your 'van comes with a spare wheel. Many don't, to save weight, but that could be a real problem if you get a serious puncture in a remote location. A spare wheel and tyre weighs around 25kg.

You'll also have to consider axle weights, which concern correct load distribution. A weight rating plate (usually found inside the driver's door or under the bonnet), provides details of the maximum vehicle weight, the gross train weight (the total maximum legal weight of the motorhome and a loaded trailer), and also figures for the maximum weight for the front and rear axles. If you add up

Adding options (such as the pop-top on this campervan) will eat into your payload

both axle weights, the total figure is higher than the maximum weight for the vehicle. This allows for the fact that there may not be an even distribution of load. Don't forget that exceeding axle weights is illegal, too.

These figures may be confusing, but your dealer should be able to advise you. The main things to consider when choosing a motorhome are how much stuff you're likely to carry around, how many people, and the weight of any options and accessories you're going to add.

AGE DISCRIMINATION!

Next, there's the subject of driving licences. If you passed your car driving test on or after 1 January, 1997 you are limited to driving a vehicle of no more than 3,500kg maximum weight. If you passed your test before that date, you can drive a vehicle up to 7,500kg (enough for 99% of motorhomes, excluding only some liner A-classes and American RVs). On reaching 70, however, you will only be licensed to drive vehicles up to 3,500kg, unless you apply to the DVLA (and take regular medical checks). You can then retain your 7.5-tonne entitlement in three-year chunks, repeating the application process after the end of each.

Because younger people are driving motorhomes, and older folks are losing their 7,500kg entitlement, motorhome manufacturers are increasingly striving to offer vehicles with a 3,500kg maximum weight. However, coachbuilts of over 7m in length and even some large van conversions offer very restricted payloads within this limit (sometimes under 300kg). Add a few options and accessories and you'll quickly exceed the payload – and be driving illegally.

For most motorhomes there can be a solution – as long as you have a (C1) licence to drive vehicles of over 3,500kg. Some models can be upgraded to heavier chassis at the time of ordering new to give you more payload, while others can be subsequently uprated (often with new tyres and an air assistance kit on the rear axle). If you think you may need to go down this route, talk to a specialist, such as SvTech – **svtech.co.uk**

Before buying a heavier motorhome, though, you may want to consider that, in Europe, vehicles with a GVW of more than 3,500kg are often subject to reduced speed limits and increased toll charges. They might also be barred from some roads in villages and towns. In the UK, car speed limits apply unless your vehicle's unladen weight exceeds 3,050kg.

CHANGING TIMES?

The situation outlined here could change, though. The Government is considering allowing drivers who passed their driving test after 1 January, 1997 to be able to drive heavier vehicles without having to sit the additional test that's currently required. Under a wider consultation into driving licences, the Government has asked for feedback on whether all drivers should be allowed to drive vehicles up to 7,500kg. Following Brexit, the law has already been changed regarding trailers, which means younger drivers can now tow heavier caravans.

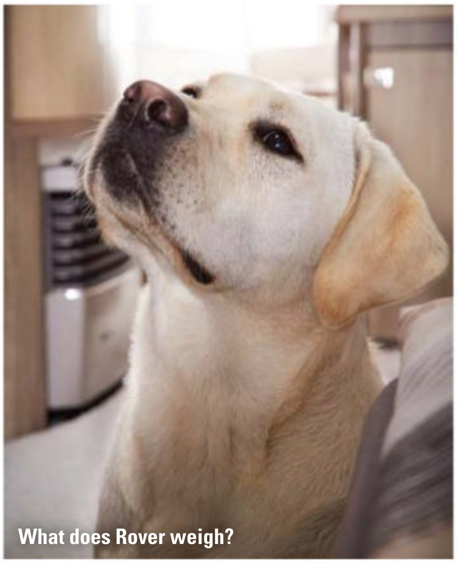
"We asked the public for their views on how the current driving licence process could be streamlined – removing any barriers and making the most of

»

WHAT DOES IT WEIGH?

Useful weights for calculating how much payload you need (approx weights)

Air-conditioning unit (roof-mounted)	35kg	Levelling wedges	5-9kg
Automatic gearbox	18-40kg	Microwave oven	11kg
Awning (drive-away)	10-30kg	Motorcycle (125cc)	130kg
Awning (wind-out)	25-60kg	Motorcycle loading ramp	10kg
Barbecue	15kg	Outdoor chair	5kg
Bike (pedal cycle)	15kg	Outdoor table	5kg
Bike (electric)	25kg	Satellite TV system	15kg
Bike rack	10kg	Scooter (50cc)	100kg
Engine upgrade	50-70kg	Solar panel (flexible) (100W)	1.5kg
Gas cylinder (full 6kg/13kg)	17kg/35kg	Solar panel (rigid) (100W)	15kg
Hook-up lead (10m/25m)	2kg/5kg	Toilet chemical (4 litres)	4kg
Hose (15m on a reel)	2kg	Toolkit	15kg
Leisure battery: lead acid (100Ah)	30kg	Towbar	60kg
Leisure battery: lithium (100Ah)	15kg	TV	6-10kg


What does Rover weigh?

our post-Brexit freedoms," a Department for Transport spokesperson said. "We are currently reviewing all responses and expect to publish the findings in 2023."

The motorhome and caravan industry body, the National Caravan Council (NCC), supported proposals that the C1 driving licence entitlement (to drive a vehicle up to 7,500kg) should be given to people at the same time as they passed their car test (category B), with an age restriction of 21. It also agreed with the proposal that vehicles between 3,500kg and 7,500kg that are designed and built for leisure purposes, such as motorhomes and campervans, be exempted from the Driver CPC (Certificate of Professional Competence) rules. This would mean an additional driving test would not be needed to get behind the wheel of a larger, heavier motorhome.

Once the results have been published, a proposal will be made, and possibly further consultations carried out, before any proposed changes to the law will be drafted. These will then need to be approved by Parliament.

If this law does make it through, it may be especially relevant to future motorhomes with electric or hybrid drivetrains. Because of the weight of EV battery packs, it is unlikely that electric leisure vehicles (except small pop-top campervans) of under 3,500kg would be viable. And it is worth noting that UK drivers with only category B on their licence can already drive alternatively fuelled vehicles with a maximum weight of up to 4.25 tonnes, subject to undertaking five hours of training through an approved centre.

BE CERTAIN

For now, though, you need to be very aware of motorhome weights. If buying new, then get the dealer to do the sums for you, working out exactly what payload your vehicle will have with all the options and accessories you want. If buying used, don't be afraid to ask the seller to take the motorhome you're viewing to a weighbridge to confirm its actual weight – which could be quite different to the brochure figures if a previous owner has added extra kit like a roof air-conditioning unit. All manufacturer figures included a tolerance, too – plus or minus 5% might not sound much but it could be the difference between driving legally and illegally.

Then, before you go on tour, get your vehicle fully loaded and have it weighed (remember the weight of water, passengers, pets, too). Visit **gov.uk/find-weighbridge** and enter your postcode to find your nearest public weighbridge. Get the axle weights done, too, and keep a printout for reference.

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2018 South West Ford Conversion	FORD	Sleeps 4	£42,995
2016 Bessacarr 400 412	FIAT	Sleeps 2	£44,995
2015 Bailey Approach Autograph 625	PEUGEOT	Sleeps 2	£44,995
2010 Bessacarr E700 E799	FIAT	Sleeps 4	£44,995
2014 Rapido Serie 6F 640F	FIAT	Sleeps 3	£45,995
2018 Elddis Majestic 115	PEUGEOT	Sleeps 2	£47,995
2015 Adria Matrix 590 SG	FIAT	Sleeps 4	£47,995
2013 AutoSleepers County Wiltshire Duo	MERCEDES	Sleeps 4	£48,995
2015 Chausson Welcome 718 EB	FORD	Sleeps 4	£49,995
2015 Rapido Serie 6F 640F	FIAT	Sleeps 3	£49,995
2017 AutoSleepers Broadway EB	PEUGEOT	Sleeps 2	£49,995

2017 Bessacarr 400 442	FIAT	Sleeps 2	£51,995
2016 Pilote Pacific P710P Essentiel	FIAT	Sleeps 2	£52,995
2019 Compass Avantgarde CV40	FIAT	Sleeps 2	£52,995
2019 Danbury Heritage 64	VOLKSWAGEN	Sleeps 4	£52,995
2018 Swift Bessacarr E542	FIAT	Sleeps 2	£57,995
2016 Adria Coral Plus S 670 SLT	FIAT	Sleeps 3	£57,995
2021 Autohaus Camelot	VOLKSWAGEN	Sleeps 4	£57,995
2021 Sun Living A Series A 70 DK	FIAT	Sleeps 7	£57,995
2017 Adria Compact Plus SL	FIAT	Sleeps 3	£59,995
2022 Elddis Majestic 105	PEUGEOT	Sleeps 2	£64,995
2022 Compass Avantgarde CV80	FIAT	Sleeps 4	£64,995
2018 Knaus Sky TI 700 MEB	FIAT	Sleeps 3	£64,995
2019 Roller Team Pegaso 590	FIAT	Sleeps 4	£67,995
2022 Chausson First Line C656	FIAT	Sleeps 6	£68,995
2019 Rapido Serie 8F 850F	FIAT	Sleeps 4	£69,995
2018 Hymer TClass 668 SL	FIAT	Sleeps 4	£74,995
2022 Rapido Serie 8F 854F	FIAT	Sleeps 4	£84,995

A Selection of *USED MOTORHOMES* From our *Devon Branch* • Higher Brocks Plantation, Teigngrace, Newton Abbot, TQ12 6QZ •

2011 Wheelhome Vikenze	FIAT	Sleeps 1	£16,995
2002 Volkswagen Miami Camper	VOLKSWAGEN	Sleeps 2	£18,995
2010 Autocruise Pulse	FIAT	Sleeps 2	£21,995
2012 Denby T5.1 Conversion	VOLKSWAGEN	Sleeps 2	£26,995
2003 Wellhouse Alphard Conversion	TOYOTA	Sleeps 2	£26,995
2006 Hymer Van 522	FORD	Sleeps 3	£26,995
2008 AutoSleepers Trooper	VOLKSWAGEN	Sleeps 2	£27,995
2008 Sterling Campers VW Campervan	VOLKSWAGEN	Sleeps 4	£28,995
2012 Weiss Camper Conversion	VOLKSWAGEN	Sleeps 4	£29,995
2010 Romahome R30	CITROEN	Sleeps 2	£32,995
2014 Big Wave Campervan	VOLKSWAGEN	Sleeps 2	£32,995

2009 Hobby Toskana D 650 ES	FIAT	Sleeps 4	£34,995
2014 Globecar D Line G2 Relax	FIAT	Sleeps 2	£34,995
2015 Elddis Sunseeker 175	PEUGEOT	Sleeps 2	£42,995
2014 Roller Team AutoRoller 746	FIAT	Sleeps 6	£45,995
2017 GRX Conversion Campervan	VOLKSWAGEN	Sleeps 4	£46,995
2019 Swift Edge 494	FIAT	Sleeps 4	£49,995
2018 AutoTrail Apache 634	FIAT	Sleeps 2	£54,995
2021 Elddis Vogue 135	PEUGEOT	Sleeps 3	£56,995
2022 Compass Navigator 105	PEUGEOT	Sleeps 2	£59,995
2019 AutoSleepers Nuevo ES	PEUGEOT	Sleeps 4	£59,995
2022 Benimar Tessoro T486	FORD	Sleeps 4	£71,995

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Every attempt has been made to ensure the accuracy of the information on this advert, however it is intended as a general guide only and must not be taken as binding. Highbridge Caravan Centre Ltd reserve the right to alter specifications and prices detailed on this advert at anytime without prior notice. All prices are "On The Road" and include Vehicle Excise Duty. Please note some pictures may show optional extras. Please call, to confirm availabilities and details, prior to travelling. Data Updated on **08/03/2023**. Highbridge Caravan Centre Ltd, A38 Bristol Rd, Highbridge, Somerset TA9 4EX